





## INTIMATIONS

S. MOUTRIE &amp; Co.,

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WEBER &amp; ALLISON

PIANOS

BRITISH-MADE THROUGHOUT.

NEW MODELS

JUST RECEIVED.

INSPECTION INVITED.



THEATRE ROYAL.

MAURICE E. BANDMAN PRESENTS

THE

NEW BANDMAN OPERA &amp; COMEDY CO.

TO-NIGHT! TO-NIGHT!!

FRIDAY, JULY 21st.

From the Royal Theatre.

"THE MAN WHO STAYED AT HOME."

SATURDAY, JULY 22nd.

GRAND VARIETY ENTERTAINMENT.

The Evergreen Record Breaker.

"THE BELLE OF NEW YORK."

BOOKING AT MOUTRIE'S. PRICES: \$3.50, \$3, \$2 AND \$1.  
Hongkong, 21st July, 1916.

## INVEST IN 5% EXCHEQUER BONDS.

The War will be won, well won, and quickly won, if behind the firing line the people at home stand and offer their money to the Country. Money cannot be more patriotically used.

Every man and woman should cheerfully invest every dollar he or she can spare in 5 per cent. Exchequer Bonds. Every investment is a blow struck at the enemy: every dollar invested helps to shorten the War and to save the lives of our Sailors and Soldiers.

5 per cent. Exchequer Bonds are the simplest and safest investment in the world.

The Bonds are for five years, and the whole of the capital invested will be paid back in cash on the 1st December, 1920. The security is the security of the Consolidated Fund of the United Kingdom.

### Five Important Points.

- Bankers will advance money on the security of Exchequer Bonds.
- Stockbrokers will hold them as security for loans.
- They can be sold on the Stock Exchange.
- Trustees can hold Exchequer Bonds, if registered.
- The Bonds will be issued in multiples of £100. There are also £5, £20 and £50 Bonds.

## JAPAN'S TRADE FOR THE FIRST HALF OF 1916.

BIG INCREASE IN IMPORTS.

The value of exports from Japan during the first six months of the present year amounted to ¥469,508,000, the figures showing an increase of ¥108,594,000 as compared with the corresponding period of last year. The imports during the past six months amounted to ¥381,276,000, the figures showing a decrease of ¥27,024,000 as compared with the corresponding period of 1915. The following table shows the principal exports and imports during the period under review.

EXPORTS.	Year.
Raw Silk	106,216,000
Yarn	38,081,000
Copper	26,242,000
Cotton Cloth	24,414,000
Habutine	17,444,000
Knitted Goods	14,305,000
Coal	11,000,000
Matches	8,063,000
Sugar	6,102,000
Rice	5,049,000
Porcelain	3,185,000
Waste Silk	3,018,000
Hemp Braid	2,940,000
Timber	4,923,000
Tea	3,840,000
Camphor	2,546,000
Fish-oil	1,614,000
Fancy Matings	1,612,000
Umbrellas	1,320,000
IMPORTS.	Year.
Cotton	154,001,000
Steel	26,213,000
Oil-cake	25,025,000
Wool	18,674,000
Pig-iron	6,838,000
Machinery	5,508,000
Sugar	4,617,000
Beans	3,531,000
Flax	3,509,000
Paper	2,474,000
Nails	2,150,000
Kerosene	1,947,000
Leather	1,284,000
Cloth and Serges	1,117,000
Iron Tubes	1,277,000

## GERMANY AND THE PHILIPPINES.

HOW AMERICA ANTICIPATED  
GERMANY'S PLANS.

That Germany had arranged to purchase the Philippines from Spain and that Admiral von Diederichs had been sent out to take charge of the Islands, when the Spanish-American war broke out and spoiled the plan—this was the statement made by Senator William Alden Smith, of Michigan, at a banquet at Lansing, Mich., recently, according to dispatches received in New York.

Senator Smith said that Admiral Dewey told him so, and altogether he made some very interesting disclosures in the course of his speech. He discussed the foreign relations of the United States, and touched especially on the controversy between Admiral Dewey and Admiral von Diederichs in Manila Bay during the opening days of the Spanish-American war, when Dewey's famous message was delivered to the German Admiral.

"This country, and its then leader, William McKinley, were surely wands in the hands of God," he said, "and it was never proven more strikingly than a few days ago in Washington, when Admiral Dewey told me that he had discovered less than four months ago regarding the reasons for the presence of the German fleet outside Manila Bay. Admiral Dewey told me that he had just received indisputable and absolute proof that Germany had arranged for the purchase of the Philippine Islands from Spain and that the bargain had been concluded, except for the final signatures when the Spanish-American War broke out. Von Diederichs had been sent to take charge of the Islands, the admiral having been appointed its first Governor."

"Just before the final sealing of the bargain the war broke out and Germany was loth, naturally, to see the Islands slipping away. Admiral Dewey told me that if he had had this information four months ago it would have appeared in his book, just published, but it came too late."

But consider the possibilities had the Spanish war not intervened. Germany would have now owned the Philippines. There would have been tremendously fortified. A great Asiatic German fleet would have been maintained, and Japan, and inevitably China, with nearly one-third of the world's population, would have been in the thick of the world war, deluging the Eastern seas with human blood."

## EMPIRE TRADE POLICY.

OVERWHELMING SUPPORT FOR  
TARIFF PROPOSAL.

At the Conference of the British Imperial Council of Commerce, held at Skinner's Hall, a resolution was carried only three dissentients urging that arrangements should be made at the earliest possible moment to provide for preferential reciprocal relations between all parts of the British Empire.

Reciprocal trading between all parts of the British Empire and the Allied countries.

The favourable treatment of neutral countries, and the Allied countries.

The favourable treatment of neutral countries, and the Allied countries.

Restriction by tariffs and otherwise of trade relations with all enemy countries so as to render dumping on a return to pre-war conditions impossible.

## THE KING'S BIRTHDAY FUND.

61 BEDS SUBSCRIBED FOR IN JAPAN.

The total amount raised in Japan for the King's Birthday Fund, including interest, was ¥2,113,43 and £299 18s. The sum of £2,177 3s. 3d. has been forwarded to Lord Stamfordham, Private Secretary to the King, by Count Bentinck, of the British Embassy, and is the equivalent of the upkeep during one year of over sixty-one Red Cross Beds.

## SHIPPING NOTES.

TSINGTAO'S FLOATING DOCK  
RAISED.

On the 4th inst., H.I.J.M.'s battleship *Fuji* left Tsingtao for Sasebo with the Floating Dock, which was raised by the Japanese, in tow. The Germans did not believe that the Dock could be raised, but by dint of perseverance and patience the Japanese raised and repaired her.

## TORPEDOING OF THE "DAIYETSU-MARU."

A telegram has been received by the Yamashita Kisen Kaisha, Kobe, stating that Captain Matsubayashi and 11 of the crew of the steamer *Daiyetsu-maru*, which was sunk by a German submarine in the Mediterranean on June 28th, will return to Japan by a Spanish steamer leaving Cadiz on the 17th instant.

## THE SINKING OF THE "TAKATA-MARU."

The Tokyo Marine Court will hold an inquiry into the circumstances attending the loss of the N.Y.K. steamer *Takata-maru* in the North Atlantic on February 1st last by collision with the British steamer *Silvershell*. It will be remembered that, according to the reports published at the time, a dense fog was prevailing and a heavy sea was running when the accident occurred, and that after the collision the *Takata-maru* became so water-logged and unmanageable that Captain Moses was at last compelled to abandon her.

## YACHT FOR THE KING OF SIAM.

It is reported that the Kawasaki Dockyard, Kobe, has received an order from the Siam Government for a yacht of 3,000 tons for the King of Siam. The engines of a Siamese cruiser, 2,500 tons, built at the Armstrong works 20 years ago, are to be put into the new yacht, as the warship is to be broken up.

The railway authorities are also carrying on negotiations with the Kawasaki Dockyard for the construction of two steamers of 3,000 and 2,000 tons, to be used for the Shimomoseki-Fusan, and the Aomori-Hakodate service respectively. Most probably (says the *Japan Chronicle*) the Kawasaki Dock will accept the new contracts with the railway authorities.

## SHIPBUILDING IN JAPAN.

The shipbuilding industry in Japan is said to be handicapped, owing to the partial stoppage of the import of building materials from abroad. In the Mitsubishi Dockyard, Nagasaki, for instance, there are eleven ships in course of building at present, including the battleship *Iyugo*, 30,300 tons, the N.Y.K. steamer *Tajima-maru*, *Tokima-maru*, and *Tsuyama-maru*, 7,500 tons each, in addition to three S.M.R. and four Mitsubishi steamers. Work on these ships, however, does not progress as estimated owing to the short supply of necessary materials. The building of the *Iyugo* was commenced in March, 1914, and she was to have been launched in October or November next in ordinary circumstances, but owing to the reasons above mentioned the launch is not expected to take place till January. The construction of the other ships will also be delayed considerably.

## PLAGUE AND ITS POISONS

INVESTIGATIONS IN NORTH  
MANCHURIA.

Mr. Frederick Ebersson, who was appointed bacteriologist to the North Manchurian Plague Prevention Service three months ago, has been devoting considerable attention to the question of plague and its poisons. To carry out the work properly, the laboratory in Harbin has been much improved and electrical centrifuges, shakers and the latest contrivances have been installed. We hear (says the *Peking Gazette*) that some very important facts relating to the virulence of this dreaded microbe have been ascertained. So far only guinea pigs have been used for experiments; but in order to extend the field further Drs. Wu Lien-teh and Ebersson have proceeded to Mukden, where the staff of Dr. Christ's Medical College have kindly placed every facility at their disposal. Mukden is the home of the small marmoset, and as rabbits are also plentiful there, we may expect before long further interesting additions to our knowledge of the pest.

## RUSSIA'S NEW SHELL.

"The Russians have invented a new shell," says the Petrograd correspondent of the *Morning Post*, "and have used it in incredible quantities in General Brusiloff's district. Its deadly results are seen in the official bulletins. 'For eleven days, every day, whole units of the Austrians, with their full complement of officers, have been taken prisoner. This in itself is remarkable enough, but it is likewise noted that hardly any officers of field rank are among the number, which is fast approaching 2,000. In the fighting as hitherto known in this war the reduction of the firing-line and the capture of positions has been a gradual process. On the present occasion it seems to have been rapid beyond belief, the destruction and capture of the men coming like a lightning stroke, which left the Staff officers, in their stations miles behind the firing-line, no hopes of repairing the initial mischief, and they simply fled. The astounding quantity of booty of every kind is likewise unaccountable in any other way. Nothing can be said, of course, about the nature of the new shell. From what we have heard, I should judge it admits of no effective defensive reply. The universities of Russia have been busily employed for twelve months past vying with one another in the search for some superlative form of shell."

## JOAN IN SEARCH OF A JOB.

[BY MRS. ARJA.]

Joan is one of a million with good intentions on the road to serious occupation. Joan lacks any special bent, and her capabilities were cultivated on the soil of conventional domesticity, yet time awakened in her the cry of the late lethargy.

"I want to do something for my country," she bravely declared and declared again, undeterred by her best friend's emphasis of the haunting question, "What can you do?" and encouraged by the parental pride so easily convinced of "unusual" intelligence and the "bright" virtue.

Father is beyond the Army age, and sighs while he agrees that Joan should be freed for public service, while mother declares that she thinks as he does, and an adjacent aunt acquiesces.

"Very right and proper, my dear." The concession is among many renunciations that father and mother have performed during the last eighteen months. Joan is their abiding joy and consolation; there is scarcely any other comfort left at home or at the office, where formerly some seven busy clerks assisted in the task of supplying the needful to a suburban villa employing, if not enjoying, three servants.

Mother, who has disbanded these to seek their reputation at the cannon's mouth in some munition factory, has, by the aid of Joan, struggled through an existence demanding cooking, the cleaning of the premises, the care of three younger children, and the forwarding of parcels and papers with more substantial luxuries to the two boys at the front. And mother is no longer young—a weary fragment she looks as she stands cheerfully nodding her approval of Joan's splendid determination to desert her and to do something for her country.

Shall Joan become a typist and shorthand clerk? This is ruled out as too long in the making. Proficiency in such arts is not attained under one year's hard study; hard study does not attract Joan, and the intermediate fees deter enthusiasm. Joan thinks about going into a bank, but fears the routine tedious; she would like to drive a motor-car, but was always timid in traffic; she has heard that lift-work is tiring, and remembers, while picturing the attraction of the lady cab-driver's livery, that some days it might be raining. She might answer the advertisements in the papers, but, better still, get an interview with her friend, Mr. Schenckel, whose *nom de guerre* is Holme; he is sure to be able to give her something to do.

Can she count? he asks. Yes. Can she keep books? No, but she wants work.

So she works in friendship's name for a fortnight, and very inefficiently; until a sympathetic doctor advises her to give it up. Joan decides then that she could be a very good organizer, basing this upon the fact that she once promoted a village concert and persuaded the local magnate to a subscription of £10. She will try for a job as secretary to a league. She is not a very valuable person to the committee, and now and again her facts fail in accuracy, but she proceeds for a month, when her head aches so badly that she must have a rest. Joan's rest costs three guineas for extra food and professional attendance with medicines.

Upon recovery she determines to take advantage of some local classes for instruction in first aid to the wounded, while she meditates that she might arrange to go into town twice weekly and enlarge her knowledge of invalid cookery. She will deserve and attain the privilege of writing herself down V.A.D.

"She wants to wear a uniform, that's what she wants," says a wounded cousin in kindly banter. "She desires a red cross upon her chest and a flowing cap upon her pretty head," he compromises.

"In any case I want to get away from you—get away from home and the narrow life here," she mutters to herself, "and mother thinks I'm quite right." "Nowadays very few obstacles are placed in the way of the worker, and the months soon speed between Joan's desire and its attainment; she is rapidly enrolled in the V.A.D."

"Very absent daughter," chafes the cousin.

But mother, bearing the cold and burden of the day, confidently relates to the neighbours the superior achievements of Joan, the amazing commendation she has received from the various persons from whom she has obtained instruction. The teachers have all declared her best and quickest.

Which are second-raters, according to mothers? Joan obtained the certificates, which ultimately permit her to scrub the kitchen floor in a cottage hospital and wash the breakfast-cup which cheers a Tommy. The blue dress is very becoming, and scolding saucepans is magnificent, and it is war.

"I was never really appreciated at home; whatever I did they took for granted," explains the graceless Joan, who does not deserve her parents.

Yet the weekly home visit is glorified by the heroism which denies mother's fatigue and father's anxieties and the deficiencies in the family boot-cupboard. Joan is always received triumphantly, with mother to play the drum and father to blow the trumpet, and never to mention that he finds it somewhat difficult to pay the piper too. No one tells the strident, splendid Joan that the seamstress has been called in to do the mending, that the charwoman is requisitioned for the basement, and stockings wear out the quicker for being washed at the laundry. Joan is serving her country; mother must serve herself.

She does not get a bad time out of her present activities—smiles from the suffering soldiers, considerable freedom of action, and wide views for her individual outlook. She also takes the eternal satisfaction of patting herself on the back: "What a good girl am I!" She really looks nice in her uniform, and merrily ignores the fact that the essentials and addenda cost father 25s. And she actually takes some pride in the 25s. a week for her board and lodging all told—very cheap indeed at this, and paid for by father gladly in his country's cause.

(Continued on next Column.)

## THE QUINTUPLE GROUP IN CHINA.

PROPOSED INCLUSION OF THE  
U.S.A.

According to Japanese papers, the Japanese Government has been approached by the Allies with a proposal to eject Germany from the Quintuple Group and to enlist the United States instead, and negotiations are now proceeding.

Since the outbreak of war Germany has been practically outside of the Group, the Allies naturally refusing to take any common action with their enemy. It is stated that though the United States left the Group some years ago, she now recognises the difficulty of non-political financial development in China. At the beginning of this month the Allied Ministers at Peking, according to the *Kokumin*, made a proposal to the Japanese Minister that the United States be invited to take over Germany's share in the Quintuple Syndicate, and the other day a similar proposal was also made by Sir Congham Greene, the British Ambassador in Tokyo, to Baron Ishii, the Japanese Foreign Minister.

## HONGKONG POLICE RESERVE.

PARADES—CENTRAL STATION.

Monday, July 24th.—No. 4 Company, except Sections 13 and 14. 5.30 p.m. Uniform with helmets.

Tuesday, July 25th.—No. 3 Company and Sections 13 and 14. In mufti with rifles. 5.45 p.m.

Wednesday, July 26th.—Whole of No. 4 Company. 5.30 p.m. Uniform with helmets.

Thursday, July 27th.—No. 2 Company and Sections 1 and 2. In mufti with rifles. 5.45 p.m.

## NO. 1 PLATOON.

Mrs. H.E. Edwards, Fyfe, Joseph, and Buck will attend at Central in mufti with rifles, at 5.45 p.m. on Wednesday, July 26th.

## HEADQUARTERS CLUB.

The General Committee will meet at the D.S.P.'s office, on Monday, July 26th.

F. C. JENKIN,  
D.S.P. (R.).

## RAEMAKERS' CARTOONS.

The cartoons of Louis Raemakers, which, according to the declaration of one German newspaper, are worth at least two Army Corps to the Allies—are being published in a special series to be completed in twenty-six parts. Each part contains twelve cartoons in colours, and with each cartoon is a short note by some well-known writer. These pictures bring home to us in a terribly realistic fashion all the horrors of a German invasion. Mr. Raemakers, in the words of Mr. Asquith, "shows us our enemies as they appear to the unbiased eyes of a neutral, and wherever his pictures are seen determination will be strengthened to tolerate no end of the war save the final overthrow of the Prussian military power." No one has leaped more rapidly into fame during the Great War than this Dutch artist, the son of a German mother. He has been an honoured guest in London and has received the Cross of the Legion of Honour at the hands of France. Germany has set a price upon his head, and leading newspapers have threatened that after the war Germany will settle with Holland and will demand payment with interest for each cartoon and each cartoon. Mr. Eden, Phillips asks that at the Peace Conference the walls of the Council Chamber may be hung with life-size reproductions of Raemakers' pictures in blood-red frames in order that the British representatives may lift their eyes to these scorching pictures when German flights with all her cunning for a peace that shall leave Prussia scotched, not killed. Raemakers is doing a great work for the cause of humanity, and it is well that his pictures should be as widely known as possible. All the originals have already been purchased, and it is doubtful whether the owners would sell them now for many times the price originally paid. The present series of 312 cartoons is being published by *Land and Water* at a figure which brings the drawings within the reach of all.

It is well to consider while recognising the hospitals' needs that the unattached maidens without home duties and with a sufficiency of personal means should be those most eagerly snatching at the V.A.D. chance. In thinking over the trials and tribulations which fall to poor elderly mothers of the patriotic first these stunted times I more happily recall one little household down in the country where mother has dismissed the staff, and two daughters combine with her in performing all the work of cooking and cleaning. Father here declares that there is no bread in the world like that which Janet bakes; and tells proudly of my Joan's gardening; and "my wife's incomparable steaks." The amount saved here from the tradesmen's accounts goes faithfully to the local philanthropic funds.

Some earnest arithmetician might employ his leisure hours in calculating the economy which could be achieved if those who are not personally endowed would, before proffering their voluntary aid abroad, concentrate on home industry. Meanwhile, many a Joan has her wander-year, buying her experience gaily at father's expenses until her selected Darcy returns from the war to vote that he disapproves of the liberty of the subject, that she does not look as well in uniform as she does in a blouse and skirt, and that ten days' leave gives ample time for licence of the more old-fashioned type.—*Daily Mail*.



**"THE COUNTRY GIRL."**

The Bandman Company entertained with that ever-popular musical comedy, "The Country Girl," at the Theatre Royal last evening, and though old admirers of the piece may have feared the results of a new and revised version, they could not have been disappointed at the manner in which it was given. There were the same popular songs, the repetition of which proved thoroughly enjoyable, and none more so than the number specially prepared for the Rajah of Bhong, and also the several haunting choruses. The staging effects were also very charming, and the whole production was in every way a great success. The large audience evidently greatly appreciated the change from the light and flimsy piece to something with a sensible plot, really musical songs and choruses, and a general setting which appeals forcibly to sundry theatre-goers. It is unnecessary to deal with the story of "The Country Girl" for this must be well-known to the majority. In the title part Miss Dorothea Temple was all that a "Country Girl" should be, and both with her acting and singing soon made herself very popular. Mr. Edward Granby, as the Rajah of Bhong, was quite entertaining, his deep bass voice being used to much advantage in the song which made the title of the Rajah famous. Mr. Compton Counts also scored another success with his acting of Sir Joseph Verity, and as his son, Douglas Verity, Mr. Leyland Hodgson must also have added to his popularity. All the other parts were ably sustained, from the Footman upwards, and each member of the Company is to be congratulated upon the highly successful production.

"The Man Who Stayed at Home" is the attraction for this evening.

**JAPANESE NURSES FOR HONGKONG.****DEPARTURE FROM KOBE.**

The British authorities at Hongkong having asked for the dispatch of four Japanese nurses for service at the Government Hospital at Hongkong, three nurses have been selected—respectively named Kodama, Toniko, Sakamoto, Onitsa, and Masada Hanako. The nurses left Kobe for Hongkong by the N.Y.K. steamer *Mitsushima* (says the *Japan Chronicle*) on the 10th instant. The fourth is to be dispatched later on. It is stated that if the employment of Japanese nurses is found satisfactory, more will be engaged by the Government Hospital at Hongkong.

**WRECK OF THE "CHIGO-MARU."****CAPTAIN BENT'S CERTIFICATE SUSPENDED.**

In the Tokyo Marine Court on the 8th instant judgment was delivered in the inquiry regarding the responsibility of Captain Bent, master of the *Chigo-maru*, and Mr. Sakoi Hachiro, First Officer, for the stranding of the steamer.

The Court found that Captain Bent was to blame for the accident, and his master's certificate was ordered to be suspended for four months. He was also ordered to pay the costs of the inquiry, amounting to ¥20.

Mr. Sakai, the First Officer, was exonerated from all blame.

The Captain is at liberty to appeal against the judgment within a week.

The reasons given for the above judgment are:—The stranding of the *Chigo-maru* is attributable to the neglect of duty on the part of Captain Bent, who conceived a mistaken idea, without sufficient grounds, that the foggy season, which usually sets in in the vicinity of Hongkong at that time of the year, had already passed, and thus failed to take special precautions in this respect, nor did he take due note of the habitual existence of an irregular current on the route in that particular season; jumping to a hasty conclusion that no such current prevailed from the fact that the direction of the wind was irregular and that the velocity of the wind was feeble. His conduct falls under the provisions of Clause 2 of Art. 1 of the Steamers' Punishment Law, and therefore he is dealt with in accordance with Clause 2 of Art. 11 of the same Law. As regards the measures taken by Chief Officer Sakai before and after the stranding of the vessel, there is nothing blameable in them, and therefore his conduct does not fall under the provision of any Clause of Art. 1 of the same Law.

An extraordinary general meeting of the Anglo-German Brewery Co., Ltd., Shanghai, is to be held on 21st inst. for the purpose of passing resolutions to wind up the company and for the sale of the property to the Dai Nippon Brewery Co., Ltd.

**ARMED ROBBERY AT HUNGHOM.****EIGHT MEN RANSACK A HOUSE.**

Armed robbers seem to be becoming increasingly audacious. A Chinese housewife residing at 66, Chatham Road, Hunghom, has reported to the Police that at about 3 a.m. on the 19th inst., eight men, three of whom were armed with knives, entered her house by forcing open the door. They threatened her and the other inmates of the house, and then proceeded to ransack the place. The robbers stole nine gold bangles, rings, earrings, etc., valued at \$119, twelve vases and sundry other articles, of the total value of \$213, and then got clear away.

**LAWN BOWLS.****CIVIL SERVICE v. TAIKOO.**

The return league-match between the above clubs will be played on the Taikoo Ground on Saturday next, play to commence at 4 p.m. The following will play for Civil Service:—Messrs. H. J. Stanley, P. T. Lambie, W. Hill, and C. Bond (skip); W. H. Woolley, C. T. Tachi, R. Duncan, and E. W. Dawson (skip); J. Blake, J. Carr, E. H. Mace, and W. Fincher (skip).

**"THE FURNITURE OF EMPIRE."****LONDON SCHOOL OF ORIENTAL STUDIES.**

Commenting upon the grant of a Royal Charter of Incorporation to the proposed School of Oriental Studies in London, *The Times*, in a leader, says:—

"The need for the organization and co-ordination of Oriental studies in the capital of the British Empire has been made more, not less, urgent and essential by the war. We are glad, therefore, to announce that the projected School of Oriental Studies, to be established at the London Institution in Finsbury-circus, has now received a Royal Charter of incorporation, and that the governing body has been constituted, under the chairmanship of a distinguished ex-Indian administrator, Sir John Hewitt. Thus tardily the coping-stone has been placed upon a proposal first shaped nearly ten years ago, when Sir Henry Campbell-Bannerman promised an influential deputation to appoint a Departmental Committee on the subject. Three months before the outbreak of war a Mansion House meeting was held to organize an appeal for subscriptions from commercial houses and other interests connected with our Oriental Empire. It was then stated that towards the total cost of annual upkeep, £14,000, the Treasury would contribute £4,000, the Government of India £1,250, and the London County Council £2,000, leaving some £6,750 to be raised by endowment or annual subscription from other sources. The City was told that the income must be assured before the school was inaugurated; but the outbreak of war destroyed all immediate hope of raising the endowment to the required amount from private sources. It is to be earnestly hoped that no short-sighted economy will lead the Treasury to delay the actual inauguration of the school, on the chance that hereafter sufficient funds may be obtained from commercial houses. It has always been a reproach to us, with our vast Imperial responsibilities, that while other European capitals maintain well-equipped and efficient Oriental schools, London has made merely isolated and exiguous arrangements for studies of the languages, habits, and customs of the peoples of Africa and Asia. The Berlin Seminar für Orientalische Sprachen has for many years cost the German taxpayer £10,000 annually, and the value of its work has been repeatedly attested, to our grave disadvantage, during the war. The damaging effect of our neglect of Oriental languages in the face of German competition in commerce, pointed out by Lord Curzon at the Mansion House meeting in May, 1914, cannot be allowed to continue, in view of the preparations of our enemies for a vigorous trade war when the clash of arms is stayed. As Lord Curzon said, the creation of an Oriental School in London is 'part of the necessary furniture of Empire.' It has never been more necessary than now, and the school should be in complete working order before peace comes."

**GERMANY'S BROKEN PROMISE.**

Germany's latest promise to America was that no merchant ship should be torpedoed without warning. The following is an official account of the sinking of the *City of Lucknow* by a German submarine without warning on April 30th.

The master was on the bridge, with the third officer, on apprentice, and a quartermaster, at the time the ship was struck by the torpedo. The torpedo was seen approaching on the port side, when about 330 feet from the ship, which was then going full speed. The helm was at once put hard astarboard and the engines ordered to go as fast as possible by a special signal arranged between the master and the engineer for such an emergency.

The torpedo struck the ship abreast of No. 4 hatch on the port side, causing a huge explosion and completely wrecking the aft part of the ship. Engines were at once stopped and the order was given to abandon the ship. The submarine made no signals of any kind nor took any notice of the boats.

**AMERICA THE CHINA OF THE OCCIDENT.****MR. ROOSEVELT'S PLANS FOR A STRONGER NATION.**

[By THEODORE ROOSEVELT.]

"After the war, Europe will be the new land and America the old land," was the remark with which a statesman, returning from a year's tour in the belligerent countries, forecast the future. In Europe a whole generation has been crowded by the stress of war into two short years. Great waves of popular emotion have unified and solidified the peoples of the warring countries. This fellowship of common danger and the struggle shoulder to shoulder in the common work has carried them to new forms of national organization. Some of the Governments abroad have already learned and the others are rapidly learning to mobilize the energies of their entire population to a single task. The financial power of the banking structure in each country has worked hand in hand with the Government, exactly as the Government has worked with the bankers. Big business has been organized and encouraged by the Government so that it has become a new source of national power. Labour and the public have learned to work in closer cooperation with their business men, and the business men of each country, in proportion as that country has been successful, have conditioned their work on a spirit of frank accommodation to the needs of the public and of labour. In short, necessity has taught the nations to discover latent sources of power.

The progress that has been made will carry over into peace and will tell in the organization for the work of peace. The people—the business men, the farmers, wage workers—of the United States must be able to match themselves against the nations abroad, when they shall have been strengthened and solidified by their adherence to their various national ideals. More than ever it is true to-day that a really great national life is possible to us only if we strive, not merely as individual men, but using our collective strength as citizens of a single Nation, building and transmitting to our children a social structure wherein we have used and profited by the accumulated forces of the past. The big things of the modern world we can accomplish only if we clasp the hands of our fellow-men and work together with them for great social ends. Our patriotism—unconditioned by the hyphen—must be real. Our loyalty to our country must be shown in the event of war. It must also be shown in the far longer times of peace. It must unite us by the closest bonds of human fellowship in co-operation for the education of our children, so that we, the generations that come after us, may be ready for the struggle for mastery over the forces of nature, and for the development of the highest human powers. Through union, in an integrated and socialized nation, we can best win our food and shelter, we can combat disease and train our children for the finer things of life. We do not strive merely for mechanized human activity. Our ideal of democracy is socialized energy. We wish to conserve our natural resources. If we are wise we will keep the water power of the country in the possession of the people of the country as a whole. If we are wise we will realize what soil conservation means and will make it the business of the whole public to see that the fertility of the soil is not impaired. In a really remarkable pamphlet by Vladimir Simkovitch it is shown that a chief factor, probably the chief factor, in the fall of Rome, and then of the Roman Empire, was soil impoverishment and exhaustion.

Is the United States a Nation knitted together by a great national ideal, with conscious knowledge of the things for which it wishes to stand? Are its citizens integrated into an efficient body by proper organization in business corporations, not only in private life, but through their City, State or National Government? Does the present organization of our public life bring the fit man into his place, and does it subordinate the personal, local and provincial interests to the public purpose? Has the American national ideal so gripped the hearts and lives of all our citizens that differences of section, of race, of creed or of previous nationality melt away before the common American citizenship? Is the flag of the United States to-day a symbol of such unity? Until we can answer these questions in the affirmative, we cannot claim to be a genuinely efficient Nation.

Americanism—to us the vitally important issue of our day—means a reaffirmation of our purpose to be a great nation in the world. The third great crisis in the history of our people confronts us. Originally, in 1776, our forefathers were divided into thirteen colonies, each of which had its separate traditions, its peculiar language, its separate cases, its separate language, and racial stock. The economic interests in some colonies differed so strongly that even after the federation tariff walls were raised by one colony against the other. Washington, and the group of men who rallied around him, realized that these thirteen American colonies had interests in common that were greater than the sum of all the other separate interests. They believed that each group of colonies should sever its ties with the motherland in Europe and become a part of the new American Nation. They believed that there existed on this continent the basis for a new nation that would be separate and distinct from all the nations of the Old World. They, and the other patriots of the Revolution, staked their lives and their fortunes on this ideal, and with their success a new Nation, the United States of America, was born. Even then the separatist tendencies could not be wholly overcome, and the mutual distrust of the colonies, which crystallized into the doctrine of "States' rights," was so strong that the powers of the National Government could be developed only gradually and in the face of absolute necessity. Nation-

wide transportation, the railroad, the telegraph and telephone, the necessity of developing national industry, along national lines and under national supervision, were able only gradually to force a better organization of our National Government. Even to-day the structure of our Government lags a generation behind the economic and social development that has taken place. National unity was the question around which the second great crisis in our history turned. Lincoln placed the Union, in point of importance, even above the question of slavery. He, with the countless thousands who fought and died under his leadership, established for the second time the ideal that the United States of America was a Nation, one and indivisible; that no local, sectional or racial interests may ever be permitted to endanger our existence as an undivided Nation.

TOO MANY MIXES CENTERED IN EUROPE. The full conclusions of Lincoln's life have not yet been drawn. The idea of economic expansion, the preoccupation of our people with the opening up and conquest of our vast western country, created problems that absorbed the people's attention, to the exclusion of the needed work for the complete nationalizing of the United States. The European war has brought to the surface our differences. It has emphasised the existence of old racial ties. The unity of action and purpose of our people is endangered. Our citizens have tended to divide into racial and sectional groups, revived Old World racial feelings and business interests, and have led sections of our people into championship of, or antagonism to various European powers. It seemed for a time as if our national ideal was not strong enough to subordinate these jarring factors. Altogether too many of our citizens leave their minds centred in Europe. They seem to be chiefly absorbed in asking: "What will happen to Germany, to Austria, to Russia, or to England?" Let them quit trying to shape our policies to meet the interests of foreign nations. Let them devote their energies and thought to the building of a stronger and better America. America faces grave problems. She needs resolute and unified action on the part of all her citizens. She cannot get it until they act only as Americans—not as Americans mixed with something else.

Our prime duty, infinitely our most important duty, is the duty of preparedness. Unless we prepare in advance we cannot, when the crisis comes, be true to ourselves. If we cannot be true to ourselves it is absolutely certain that we shall be false to every one else. If we are not able to safeguard our own national honour and interest we shall make ourselves an object of scorn and derision if we try to stand up for the rights of others. We have been sinking the position of the China-Pacific China—not only been helpless to keep its own territory from spoliation and its own people from subjugation, but has also been helpless to exert even the minutest degree of influence on behalf of right dealing among other nations.

The effort to organize adequately along the lines of the preparedness movement will give us a Government more efficient in performing the functions of peace. The perfection of the system of universal social insurance against accident, sickness and old age which Germany possesses was rendered possible chiefly because of the discipline, the sense of order and the power of co-operation that were established through universal military training. The preparedness movement will result in a better organization of our Government for all purposes. *New York World.*

**THE LATE CHINESE PRESIDENT'S REQUESTS.**

ESTIMATED AT £20,000,000.

The *Hsin Chi Na Pan*, a daily paper published in Tientsin, publishes an interesting statement regarding the amount of property Yuan owned at different periods in his career and the bequests left to his sons.

According to the paper, Yuan's property was valued at something over ten million dollars when he was Viceroy of Peiyang. During that time he spent some \$4,000,000 for the building of a palatial mansion and the laying out of a lavishly adorned villa. After his election as President of the Republic, he appropriated another \$20,000,000 out of the proceeds of the "Reorganization" loan. Following the rebellion of 1913, the financial and military power of the Government became centred in Yuan's hands, and during the subsequent two years, Yuan continued to enrich himself. At the time of the monarchist movement, his fortune is said to have exceeded fifty million dollars, of which some \$15,000,000 were deposited in a certain foreign bank prior to the outbreak of the European war.

At the instance of Liang Shih-yi he determined to finance the monarchist campaign largely with his own funds. In this connection it is said that Yuan spent some twenty million dollars, and at the time of his death he left a fortune of just over twenty million dollars to his sons.

For the division of the bequest among his different sons, Messrs. Hsu Shih-chang and Chang Cheng-fan have been appointed trustees. It has been arranged that each of his four first sons shall receive \$2,000,000; while the rest will be divided among his younger sons, each to receive over one million dollars. *Peking Gazette.*

**TYPHOON WARNING.**

The following telegram was received from the Manila Observatory by the American Consulate-General, Hongkong:—

12 noon, July 20th.  
Typhoon in about 112 degrees Long E. and 17 degrees Lat. N., moving west.

wide transportation, the railroad, the telegraph and telephone, the necessity of developing national industry, along national lines and under national supervision, were able only gradually to force a better organization of our National Government. Even to-day the structure of our Government lags a generation behind the economic and social development that has taken place. National unity was the question around which the second great crisis in our history turned. Lincoln placed the Union, in point of importance, even above the question of slavery. He, with the countless thousands who fought and died under his leadership, established for the second time the ideal that the United States of America was a Nation, one and indivisible; that no local, sectional or racial interests may ever be permitted to endanger our existence as an undivided Nation.

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Our prime duty, infinitely our most important duty, is the duty of preparedness. Unless we prepare in advance we cannot, when the crisis comes, be true to ourselves. If we cannot be true to ourselves it is absolutely certain that we shall be false to every one else. If we are not able to safeguard our own national honour and interest we shall make ourselves an object of scorn and derision if we try to stand up for the rights of others. We have been sinking the position of the China-Pacific China—not only been helpless to keep its own territory from spoliation and its own people from subjugation, but has also been helpless to exert even the minutest degree of influence on behalf of right dealing among other nations.

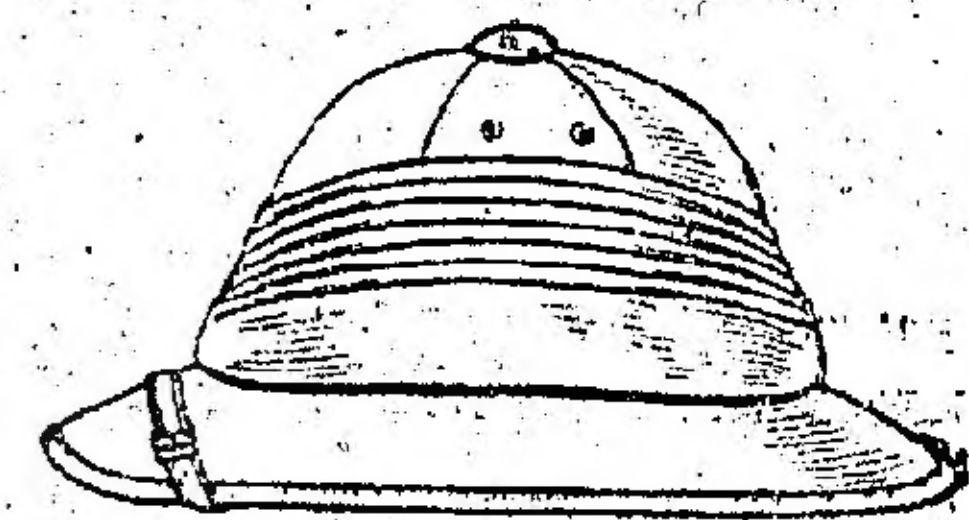
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**INTIMATIONS.****LANE, CRAWFORD & Co.**

(ESTABLISHED 1850)

(TELEPHONE 1741)

LIGHT WEIGHT  
**SUN HATS**  
UNBREAKABLE  
SUN AND RAIN PROOF.  
WHITE DRILL ON COKE  
AN ILLUSTRATION  
**\$8.00 and \$12.00 each.**



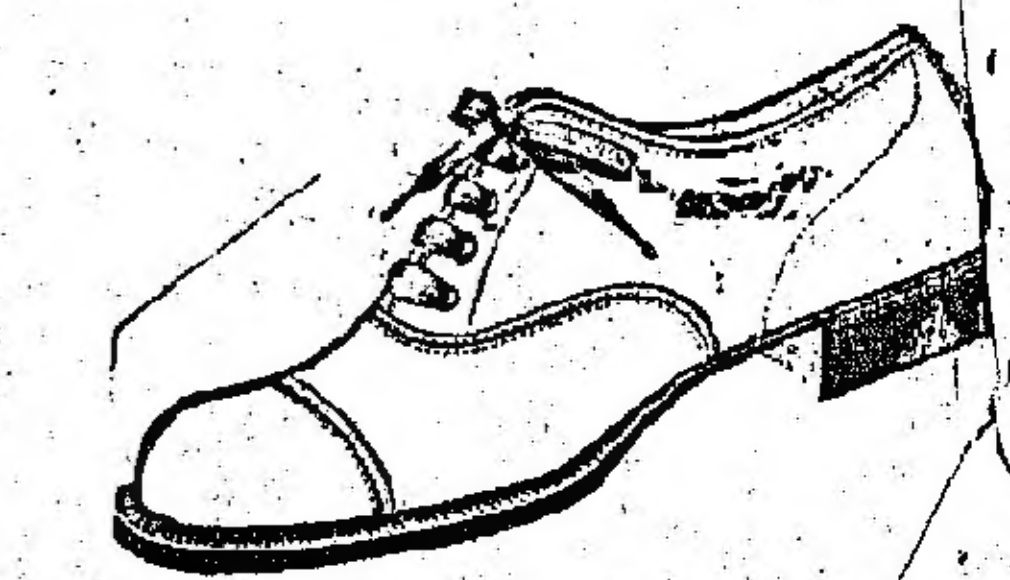
BRITISH MADE  
WHITE CANVAS  
**BOOTS**  
AND  
**SHOES**  
AS ILLUSTRATIONS



All Sizes \$7.50 per pair.  
STOCKED ALSO WITHOUT TOE CAPS.

"OAKMORE"  
(ENGLISH MADE)  
**BROWN SHOES**  
FOR HARD WEAR

"WALK-OVER"  
(AMERICAN MADE)  
**BROWN SHOES**  
**\$10.00, \$12.00, \$13.50**  
per pair.

**LANE, CRAWFORD & Co.****HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.			
Single Fare by Night Steamer	...	...	\$6.00
Return " " (available also for return by day steamer)	...	...	11.00
Single Fare by Day Steamer	...	...	5.00
Return " " " " " "	...	...	9.00

**HONGKONG TO CANTON. CANTON TO HONGKONG.**

FRIDAY, 21st JULY, 1916.			
6 a.m. HEUNGSHAN.	...	8 a.m. HONAM.	...
10 p.m. KINSHAN.	...	6 p.m. FATSAN.	...
SATURDAY, 22nd JULY, 1916.			
6 a.m. HONAM.	...	8 a.m. HEUNGSHAN.	...
10 p.m. HEUNGSHAN.	...	6 p.m. KINSHAN.	...

**HONGKONG-MACAO LINE.**  
S.S. TAISHAN, 1,000 tons, and S.S. SUI TAI, 1,651 tons.  
**HONGKONG TO MACAO.**  
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf; Sundays at 9 a.m. and 1 p.m. from the Company's Wing Lok Street Wharf.  
**MACAO TO HONGKONG.**  
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 3 p.m.

**EXCURSION TO MACAO.**

SUNDAY, 23rd JULY, 1916.  
The Company's New Steamship, "TAISHAN"  
Will depart from the Company's Wing Lok Street Wharf at 9 a.m., and return from Macao at 5 p.m.  
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m. and from Hongkong at 1 p.m., from the Company's Wing Lok Street Wharf.

**FARES AS USUAL.**  
**MACAO-CANTON LINE.**  
S.S. SUI TAI.  
Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 p.m.; Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA TEAM NAVIGATION CO., LTD.

**CANTON-WUCHOW LINE.**  
S.S. HAINAN, 588 tons, and S.S. NANNING, 569 tons.  
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers *ZENTAN* and *SANUL*. These vessels have superior cabin accommodations and are lighted throughout by electricity. Electric fans in each cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.  
Further particulars may be obtained at the Office of the  
**HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,**  
Hotel Mansions (First Floor), opposite the Blake Pier.

**TO CURE HEADACHES.**  
Constipation and Headaches go hand in hand. Remove the *bowels* with a little dose of  
**PINKETTES**

and then your bilious headaches, "liverishness," ill-spelling breath will disappear. Of all chemists, or post free, 60 cents the price, from Dr. Williams' Medicine Co., 96, Bechen Road, Shanghai.

**VISITORS TO CANTON Should Purchase**

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

By CAPTAIN C. V. LLOYD.  
With Illustrations, Maps and Plans.

PRICE 1/6

On Sale at:—

Hongkong: "DAILY PRESS" Office.

Messrs. KNOX & WALSH, Ltd.,  
Messrs. BREWER & Co.,  
Canton: Messrs. A. R. WATSON & Co.



## INTIMATIONS

## THE WEST POINT BUILDING COMPANY, LIMITED.

**AN INTERIM DIVIDEND OF TWO DOLLARS** per share for the six months ending 30th June 1916, will be payable on FRIDAY, 21st July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on FRIDAY, 21st July, to FRIDAY, 21st July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

The HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
General Agents for  
The West Point Building Co., Ltd.  
Hongkong, 7th July, 1916.

## THE HONGKONG LAND INVESTMENT AND AGENCY CO., LTD.

**AN INTERIM DIVIDEND OF THREE AND HALF DOLLARS** per share for the six months ending 30th June 1916, will be payable on WEDNESDAY, 26th July, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED on WEDNESDAY, 26th July, to WEDNESDAY, 26th July (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

## HONGKONG TRAMWAY COMPANY, LIMITED

(Incorporated in the United Kingdom).

**NOTICE IS HEREBY GIVEN** that an INTERIM DIVIDEND at the rate of 7 per cent. for the Half-Year ended 30th June, 1916, has been declared. The Dividend will be payable on and after WEDNESDAY, 13th day of September, 1916, to Shareholders on the Register on MONDAY, the 21st day of July, 1916, and will be paid to Shareholders on the "Colonial" (Hongkong) Register at exchange of 2/4 per Dollar.

By Order of the Board  
W. E. ROBERTS,  
Secretary.

Hongkong, 17th July, 1916.

## KOWLOON-CANTON RAILWAY.

(Arrival Section).

**THE PUBLIC IS HEREBY NOTIFIED** that commencing on SATURDAY, 22nd instant, and on each succeeding Saturday until further notice, Tickets will not be supplied on the Train leaving Kowloon at 1.28 P.M.

By Order,  
H. P. WINSLOW,  
Manager.

Kowloon, 16th July, 1916.

## PUBLIC AUCTION.

**Messrs. HUGHES & HOUGH** have received instructions to sell by Public Auction, on FRIDAY, the 25th day of July, 1916, at 3 o'clock in the afternoon, at their Sale Rooms, 100, House Street, Victoria, Hongkong, the following very desirable residential property at the Peak:

Property at the Peak:  
situate in Chamberlain Road, 100 yards from the Peak Tram Station and adjoining the Peak Hotel.

Being RURAL BUILDING LOT No. 78, and known by the name of "TREVERBYN".

The property is held under Crown Lease and contains an area of 44,004 square feet. For further particulars and conditions of sale apply to—

Messrs. HASTINGS & HASTINGS,  
Vendor's Solicitors,  
No. 6, Des Vaux Road Central,  
or to  
Messrs. HUGHES & HOUGH,  
The Auctioneers.

Hongkong, 10th July, 1916.

## FOR SALE.

**RUBBER, TEA, and COFFEE** Concessions in Sumatra and Java, about 2,000 acres each concession, healthy climate, and guaranteed good prospects.

For further particulars write to—  
J. O. FEENSTRA,  
4, Telegraph Street,  
Singapore, Straits Settlements.

## TO LET.

**NO. 5, MOUNTAIN VIEW, PEAK.**  
No. 12, BEACONSFIELD ARCADE, SHOP.  
No. 8, BURROWS STREET, WANCHAI.  
GODOWN.  
"ROSENEATH," No. 4, Harkow Road.  
No. 2, CAVENOR VILLAS, 88, PEAK.  
CRAIGMID EAST, 100, THE PEAK.  
Unfurnished.  
4 ROOMED FLAT to let at the PEAK.  
KELLETT STREET, 66, PEAK.  
No. 14, WANCHAI ROAD, Large and Spacious Godown.  
"SHORNYCLIFFE," Garden Road, to let.  
Furnished, 6 Rooms.  
"WOODBURY," No. 4, Harkow Road.  
Kowloon, from 1st May, 1916.  
"GLENSHIEL," No. 141, P. station Road, Peak.  
"HARTING," Austin Road, Kowloon.  
No. 6, BELLION TERRACE.  
No. 26, BELLION TERRACE, with entrance on Conduit Road.  
TWO GODOWNS in Duddell Street.  
No. 2, DES VEAUX VILLAS, 51, PEAK, Unfurnished.  
No. 49, THE PEAK (CAVENOR VILLAS).  
Apply to—**LINSTEAD & DAVIS,**  
8th Floor, Alexander Buildings.

## HOUSES TO LET

## TO LET.

**PREMISES** at present occupied by CHS. J. GAUPP & Co., Alexandra Buildings, Chater Road.  
Apply on premises or to—  
**LOWE, BINGHAM & MATTHEWS,**  
Liquidators.

## TO LET.

**OFFICES** on 1st Floor, No. 9, Queen's Road Central (In Lee House Street).  
Apply to—  
**WILKINSON & CRIST,**

## TO LET.

**A TWO-STORIED EUROPEAN HOUSE** at No. 19, Kennedy Road East; Consisting of Four Rooms with Bathrooms and Outhouses Complete.  
Apply—  
**YOUNG LEE,**  
10, Des Vaux Road Central.

## TO LET.

**A SMALL GODOWN** in PRINCE'S BUILDING.  
For particulars etc., apply—  
**THE HONGKONG CENTRAL ESTATE, LTD.**

## TO LET.

**OFFICES**, 2nd Floor, St. George's Bldg. Ina.  
Apply to—  
**SHEWAN, TOMES & Co.**

## TO LET.

**"ROCKLANDS,"** No. 7, Robinson Road, from 1st August, 1916, or earlier.  
Apply—  
**M. J. D. STEPHENS,**  
18, Bank Buildings.

## TO LET.

**A HOUSE**, in Observatory Villas, Kowloon.  
Apply to—  
**ARRATON V. APCAR & Co.,**  
14, Des Vaux Road.

## TO LET.

**OFFICES** on 1st Floor, No. 3, Queen's Road Central, at present in the occupation of The China Fire Insurance Co., Ltd.  
Apply to—  
**CHINA FIRE INSURANCE Co., Ltd.**

## TO LET.

**NO. 4, DES VEAUX ROAD CENTRAL.**  
First Floor.  
THE COMMODIOUS DWELLING HOUSE, with Office, Servants' Quarters, etc., No. 14, SHAMSHIN, CANTON; from 1st June, at present in the occupation of the Imperial Russian Consulate.  
Apply to—  
**DAVID HANSON & Co., Ltd.**

## TO LET.

**OFFICES** in Prince's Building.  
Apply to—  
**SHEWAN, TOMES & Co.,**  
Liquidators,  
RUTES, BROCKMAN & Co.

## TO LET.

**OFFICES** at 2, Connaught Road.  
**HOUSE** in King's Buildings.  
**HOUSE** in CLIFTON GARDENS, Conduit Road.  
Nos. 1, and 2, WEST END TERRACE, CANTON.  
Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.**

## TO LET.

**TWO ROOMED FLATS** in Nathan Road, Kowloon.  
**THREE ROOMED FLATS** in Humphrey's Building, Kowloon.  
**FOUR ROOMED FLATS** in May Road with every modern convenience, including English Baths and Kitchen Ranges, Hot Water and Water Carriage System. A few Flats specially designed to accommodate three bachelors at reasonable rentals. Immediate possession.  
**FOUR ROOMED HOUSES** in Gordon Terrace and Salisbury Avenue, Kowloon.  
Apply to—  
**KUMPHREYS ESTATE & FINANCE Co., Ltd.**  
Alexander Buildings

## BOARD AND RESIDENCE.

**BEAUTIFUL SITUATION.** Every convenience.  
Apply—  
**SELECT,**  
Care of "Daily Press" Office.

## NOTICES TO CONSIGNEES

## NOTICE TO CONSIGNEES.

**THE P. & O. S. N. Co.'s Steamers**  
"NOVARA,"  
Arrived Hongkong on 16th July, 1916, from BOMBAY, COLOMBO and SINGAPORE.

Consignees of Cargo of the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained at the Goods are landed.

This vessel brings on Cargo—  
From London, &c., or as "Kairat".  
1-Hind.

From Persian Gulf, or as B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 6 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,  
Acting Superintendent.  
Hongkong, 16th July, 1916.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamers

"SOMALI,"  
Arrived Hongkong on 17th July, 1916, from LONDON, MALTA, PORT SAID, SUEZ, and STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that the goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained at the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 9 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,  
Acting Superintendent.  
Hongkong, 17th July, 1916.

## SS. "POLYNESIA,"

COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London in connection with above steamer are hereby informed that their Goods with the exception of Opium, Firearms and Valuables are being landed and stored at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Underwriter. Goods remaining unclaimed after SATURDAY, the 23rd July, at NOON, will be subject to rent and landing charges.

All Claims must be sent in on or before the 25th July, or they will not be recognized. All damaged packages will be examined on FRIDAY, the 21st July, at 10 A.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, 16th July, 1916.

## "BEN" LINE OF STEAMERS

NOTICE TO CONSIGNEES.

## R.M. "BENLOMOND,"

FROM MIDDLEBRO' LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Co., Ltd., where delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 28th inst., or they will not be recognized. All broken, chipped and damaged Goods are to be left in the Godowns, where they will be examined on the 28th inst. at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 19th July, 1916.

## FORTHCOMING EVENTS.

## TO-NIGHT

8.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal—"The Man Who Stayed at Home."

9.15 p.m.—"The Palladium" at Kowloon.

## TO-MORROW

8.15 p.m.—New Bandman Opera & Comedy Co. at the Theatre Royal—"Grand Variety Entertainment."

9 p.m.—Night Fete at the V.M.C.

## INTIMATION

## WATSON'S

## E

## OLD BROWN

## BRANDY



## THE

## PEG O' MY HEART.

## A. S. WATSON &amp; CO., LTD.

## WINE AND SPIRIT MERCHANTS

## HONGKONG.

TELEPHONE 616.

## DEATHS.

TOWNSEND.—At Hastings, Calcutta, on 18th July, 1916, LILLIE LOGAN, wife of Capt. TOWNSEND, and daughter of J. D. Logan, Kowloon Docks.

BOWEN.—On June 10th, at 29, Sussex Square, Brighton, LETITIA FLORENCE, daughter of the late Rev. THOMAS LUBY, and widow of the late Hon. Sir GEORGE FROSTON BOWEN, Privy Councillor, Founder and First Governor of the Colony of Queensland, and Governor of other Colonies, including Hongkong (1853-1885).

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C. LONDON OFFICE: 191, FLEET STREET, E.C.

## The Daily Press

Hongkong, 21st July, 1916.

## TRADE AFTER THE WAR.

It is obvious from the cable published in our issue of yesterday morning that the Imperial authorities do not share the opinion of our local Government that the time is inappropriate for discussing questions relating to trade after the war. The Premier, we are told, has appointed a Committee of seven members, under the Chairmanship of Lord BURNHAM, to report upon: (1) The steps to be taken to maintain and establish industries essential for the safety of the nation; (2) the steps to be taken to recover the home and foreign trade lost during the war, and to secure new markets; and (3) the best means of developing the resources of the Empire and preventing the sources of supply within the Empire from falling under foreign control. This is a natural corollary to the action of the British Government in sending representatives to the Economic Conference of the Allies at Paris last month. That Conference was not held for the purpose of discussing abstract economic theories. Nor was its object limited to the tightening of the existing blockade and the prevention of such trade with Germany as is now being carried on. The dominant motive of the gathering was rather to discover the most practicable means of protecting the economic interests of the Allies, jointly and severally, against the German

## CORRESPONDENCE.

## FIJI.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] DEAR SIR,—If Jones Smith wants to go to Fiji,

I think 'twould be very much safer if he Would take my advice and much happier

be And not go so far away over the sea; (If true that they still have roast humans

for tea In that far away terrible land, Fiji. Believe me to be, Sir, Yours truly, "V.C."

IDEA.

## TAXATION IN HONGKONG.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."] DEAR SIR,—

Apologies of the Tobacco Tax and other tax proposals now appearing in print, would it not be feasible to impose an Income Tax on alien enemy subjects' shares of profit in the numerous Companies trading and registered in Hongkong? It seems reasonable that a certain percentage of tax on the large dividends earned in a British Colony will go a long way towards maintaining the German and Austrian prisoners-of-war now interned in the Commonwealth of Australia at the expense of the Colony. At any rate, the Colony will be richer by a few lakhs to go towards other war contributions. or, perhaps, the Government will be able to repeal the Tobacco Tax Ordinance.

Further, another suggestion which might be taken up by the War Charities Fund Committee is to acquire a certain number of 2-cent postage stamps and have them impressed: "Our Day—19-10-16." These stamps could be sold on the date named, at an enhanced value, for the benefit of the Red Cross and Hospital Funds. Enclosing my card, I am, Yours, etc.,

Swatow, 19th July, 1916.

## SITUATION AT CANTON.

## RUMOURS REGARDING LUNG.

It is stated that there are indications that General Lung Chi-kwong will be shortly quitting Canton, apart from the fact that General Luk, who has been appointed to succeed him, has informed the Central Government that he will take over the post on the 23rd inst.

The Canton officials are reported to have sent their families and valuables to Hongkong or Macao during the past two days.

General Lung Chi-kwong himself is stated to have sent a large amount of money to Hongkong through one of the banks on the Shamoen. This is taken as an indication that he intends to leave Canton.

## OPIUM SMUGGLERS.

## A CHINESE REVENUE OFFICER'S STRATEGY.

By pretending that he saw nothing out of the ordinary a Chinese revenue officer was able to prevent a large quantity of opium from being smuggled, and also to effect the arrest of the two smugglers.

While on duty the revenue officer's suspicions were aroused by the movements of a boat which was being rowed to where the Taiping junk was lying. There were two men in the rowing boat, and when they saw the revenue officers they burrowed into the grass with which the boat was apparently laden, and hid themselves; as they thought. All this the officer saw with a side glance, and he pretended not to have noticed anything unusual. Later he went to the junk and found one of the smugglers busily engaged in "loading up." When questioned, this man admitted that he had opium in his possession. Seeing what had happened the other smuggler made off, but when the revenue officer blew his whistle he came back and both men were arrested.

At the Hongkong Police Court yesterday they were charged with having in their possession 30 and 40 taels of opium respectively. Mr. Leo d'Almada defended, and the two men pleaded not guilty. The story given above was related by the Chinese revenue officer, who added that the men had the opium concealed in their trousers. Mr. d'Almada asked the Magistrate to say that he did not believe opium could be concealed in the men's trousers in the way described, but a fine of \$2,000 was imposed in each case, with an alternative of six months' hard labour.

Smokers in Hongkong who have now to pay more for their tobacco will derive comfort from the knowledge that Germans have to pay increased taxation on this luxury amounting to from 10 to 25 per cent. The imposition came into force in Germany on June 1st.

The Chinese Government is considering the issue of a Mandate to repeal all the remaining laws and orders issued by the late administration during the monarchical regime, which conflict with the republican form of Government.



# THE WAR.

## BRITISH REGAIN POSITIONS.

### SUCCESS IN EAST AFRICA.

SUBMARINE ATTACKS ON ENGLAND.  
PRECAUTIONS RENDER ATTEMPTS DANGEROUS.

## BRITISH POLITICS

PREMIER'S PROPOSAL UNFAVOURABLY RECEIVED.

MR. ASQUITH TO ASK FOR £300,000,000.

### FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

#### FIERCE GERMAN ATTACK. HEAVY ENEMY LOSSES.

London, July 19th.

General Sir Douglas Haig reports that the enemy collected very large reinforcements for an attack against our new positions east of Bazentin. After an intense artillery fire the first assault was delivered in dense masses at 5.30 last evening. The fighting continued throughout the night, and was particularly violent at Delville Wood.

After suffering very heavy losses the enemy succeeded in recapturing a portion of Delville Wood, and also in obtaining a footing on the northern outskirts of Longueval. The struggle for these areas is still violent.

Elsewhere the enemy's attacks, including three separate assaults at Waterlot Farm, completely broke down under our fire. There has been no event of importance on the rest of the front.

#### POSITIONS REGAINED.

#### HEAVY FIGHTING IN PROGRESS.

London, July 20th.

General Sir Douglas Haig, in a communiqué, states:—Most of the ground lost at Longueval and Delville Wood has been regained.

Heavy fighting is still in progress at both places. South of Delville Wood, in the afternoon, our fire dispersed a large body of Germans massing to attack the Waterlot Farm, from the direction of Guillemont.

#### QUIET NIGHT ON FRENCH FRONT.

Paris, July 19th.

A communiqué states:—The night has been quiet on most of the front.

#### SOUTH OF THE SOMME.

Paris, July 20th.

A communiqué states:—South of the Somme there have been minor operations south of Estrées, which resulted in our capturing some trenches and taking prisoners.

#### VERDUN.

There has been cannonading at Verdun, but no infantry attack. There has been heavy artillery fire at Fleury, where we progressed, and also grenade attacks near La Chapelle and Sainte Euse.

#### RUSSIAN CONTINGENT ARRIVES IN FRANCE.

Paris, July 20th.

A fresh Russian contingent has landed at Brest. The troops will enter the Instruction Camp, and then proceed to the front.

#### NO RESPIRE FOR "BOSCHES."

#### BRITISH GUNS ROARING ALONG SEVENTY MILE FRONT.

London, July 20th.

Reuter's correspondent at Headquarters writes to the effect that he anticipates that the British efforts will not be confined to Commeacourt and the Somme front. He also says that our guns are roaring along the whole of the remaining seventy miles, giving the "Bosches" no respite. It is stated that the captured German guns run into three figures, exclusive of Maxim's.

### HOW OVILERS WAS WON.

ENTIRE ENEMY BRIGADE LOST.

Paris, July 20th.

A correspondent describing the capture of Ovillers states that a Brigade attacked the place on three sides, and there was furious close-quarter fighting. The streets were full of shell holes and the ruined houses and cellars were each a fortress. The entire German brigade was lost, the village streets being strewn with mutilated corpses. Eight hundred corpses were heaped up in the roadway between two forts which were defending the approaches.

### RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

#### THE LIPA DRIVE.

TEN MILES OF STRONG DEFENCES OCCUPIED.

Petrograd, July 19th.

The Russians are driving the enemy across the Lower Lipa, and have occupied ten miles of strong defences on the north bank from the junction of the Sty and the Lipa westwards. This is ominous for General Ermol's Army, which is defending the Lipa.

Military experts estimate that there are now only 200,000 Austrians on the Russian southern front.

#### GERMAN AVIATORS BOMB REVAL.

Petrograd, July 19th.

A communiqué states:—German aeroplanes dropped thirteen bombs at Reval. As a result of the heavy rains the river Dneister has risen eight feet, demolishing the Austrian bridges.

The Russians are approaching the mountain passes south-west of Kut, and along both the Cheremosh rivers.

#### TURKS DISLODGED.

The Caucasian army has again advanced considerably south of Trebizond and westward of Balibart, everywhere dislodging the enemy rearguards.

#### RUSSIAN CAPTURES.

During the last few days the Russians have prisoner 85 Turkish officers and 1,000 Askaris.

#### NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

#### SUBMARINE ATTACKS ON BRITISH SHORES.

London, July 19th.

In the House of Commons, Dr. Macdonald assured the House that measures were being taken to make submarine attacks on the British shores increasingly dangerous for submarines.

#### ADDITIONAL PRECAUTIONS.

London, July 19th.

The steamers *Wilton Hall* (British) and *Ville-de-Rouen* (French) have been sunk.

The steamers *Evangelistria* (British) and *Angelo* (Italian) have also been sunk.

The crews of the *Angelo* and *Wilton Hall* have been landed at Algiers.

#### MORE STEAMERS SUNK.

London, July 20th.

The steamers *Wilton Hall* (British) and *Ville-de-Rouen* (French) have been sunk.

The steamers *Evangelistria* (British) and *Angelo* (Italian) have also been sunk.

The crews of the *Angelo* and *Wilton Hall* have been landed at Algiers.

### GERMANY'S MERCHANT SUBMARINES.

Baltimore, July 19th.

The *Deutschland* is preparing to steal out in the darkness. She has a cargo of nickel and rubber. German shippers assert that the arrival of her sister ship, the *Therese*, is imminent.

### AFRICA.

(THROUGH REUTER'S AGENCY.)

#### EAST AFRICAN SUCCESSES.

London, July 19th.

General Smuts reports that Brigadier General Crewe occupied, on July 14th, the town of Muanza, to the south of Lake Victoria. The Germans fled on a steamer, pursued by our armed vessels, leaving many rifles and supplies, as well as a gun from the cruiser *Koenigsberg*.

The enemy to the north of Mandeni was driven down the Pantanal River, abandoning a field-gun.

### GENERAL.

(THROUGH REUTER'S AGENCY.)

#### REGISTRATION PROBLEM.

PREMIER WITHDRAWS PROPOSAL.

London, July 19th.

The tremendous problem of registration was emphasised by the Right Hon. Mr. Herbert Samuel in the House of Commons when he moved that the Select Committee which had been appointed in connection with registration would have to consider whether in a General Election it was possible to exclude soldiers, or whether an arrangement was possible to include them. The Ballot Act did not provide for their voting during a bombardment. He spoke strongly of the undesirability of an Election at present, alluded to the effects abroad, and said he was convinced that the public did not desire a General Election.

Sir Edward Carson opposed the motion, and said he believed a General Election must occur in war-time. The appointment of a Select Committee was a farce. The proposal merely meant shelving the matter.

The debate was generally unfavourable to the motion, and finally Mr. Asquith regretfully withdrew the proposal, adding that the Government would consider the whole matter and submit proposals of its own.

#### ANOTHER HUGE BRITISH CREDIT.

London, July 20th.

It is understood that Mr. Asquith will ask for a credit vote of £300,000,000 to prosecute the war during the recess.

#### THE HOME RULE BILL.

London, July 19th.

In the House of Commons, Mr. Asquith announced that the Home Rule Bill will be introduced next week.

#### INDIA AMENDMENT BILL.

London, July 20th.

The Indian Chambers of Commerce have detailed Mr. C. C. MacLeod to lay their objections to the Government of India Amendment Bill before the Joint Committee now considering the measure.

#### BRITISH NAVY AND OIL-FUEL.

London, July 20th.

In the House of Commons, the Right Hon. Mr. McKenna, Chancellor of the Exchequer, stated that a million sterling had been paid to the Anglo-Persian Oil Company on account of the two millions authorised by the House of Commons in 1914. The Admiralty were satisfied, despite the difficulties, that good progress had been made. A large quantity of oil fuel had been supplied to the Navy, and nothing had occurred to impair confidence in the productivity of the field.

#### MR. TENNANT RE-ELECTED.

London, July 20th.

The Right Hon. Mr. H. J. Tennant has been returned unopposed for Berwickshire. He had to seek re-election upon his appointment as Secretary for Scotland.

### SIR MATTHEW NATHAN RE-JOINS ARMY.

London, July 19th.

Lieut.-Col. Sir Matthew Nathan has rejoined the Royal Engineers. He will be associated with the defence of London. (Sir Matthew Nathan, who is an ex-Governor of Hongkong, was Under-Secretary for Ireland at the time of the recent rising, subsequently resigning this position.)

### DELAY IN INDIAN APPEALS.

London, July 19th.

In the Privy Council, the Lord Chancellor strongly criticised the delays in Indian Appeals and declared that future appellants would not be allowed costs if there were needless delay.

### KITCHENER MEMORIAL FUND.

London, July 19th.

The amount subscribed to the Kitchener Memorial Fund has reached £25,000.

London, July 20th.

Mr. Fenwick Harrison has given to the Kitchener Fund the sum of £25,000, to be placed at the disposal of the Red Cross Society to help wounded officers and men in the form of cash.

### GERMAN CHANCELLORSHIP.

London, July 19th.

It is rumoured in Switzerland that Prince von Bismarck is about to supersede Dr. von Bethmann-Hollweg. The former is believed to support a ruthless submarine policy.

### HUN POLITICIANS CONFERENCE.

Amsterdam, July 19th.

The German Chancellor has had a five hours' conference with the party leaders of the Reichstag, with the exception of the Socialists, on the general war position.

### SPANISH RAILWAY WORKERS.

Madrid, July 20th.

The railwaymen have been promised arbitration, and they are now resuming work.

### MESOPOTAMIAN PRISONERS.

London, July 20th.

Mr. H. W. Forster stated in the House of Commons that, notwithstanding the efforts of the American Ambassador at Constantinople, the whereabouts of the majority of the Mesopotamian prisoners were unknown.

### OBITUARY.

SIR VICTOR HORSLEY.

London, July 20th.

The death of Sir Victor Horsley, the eminent surgeon, is announced. Death resulted from heatstroke in Mesopotamia, where deceased had volunteered for service.

### "AIR AWAKENING DUE TO THE PRESS."

London, July 20th.

Lord Montagu of Beaulieu at Manchester said he was forced to the conclusion that the first combatant nation in this war really to equip and train a large air force would have a very great advantage over other nations not similarly equipped.

### OUR AIR SERVICE SHOULD BE SUPREMACY.

Our Air Service should be supreme, and if some of the official people who seem to think that everything was for the best and that no fault could be found, would only admit that mistakes had been made, and that they were still groping in the dark, but were willing to make good the deficiencies if they were given time, they would have the sympathy of the critics and the nation.

There was far too great a tendency to self-sufficient complacency in official circles, and it was his sincere belief that had it not been for newspaper criticisms and the general state of public opinion in the country there would not have been the progress in flying affairs which had taken place lately.

They would never make a big thing of the Air Service of this country as long as they had it in the hands of two Departments with different methods. The phrase he had coined—one element of service was not a mere rhetorical phrase, but a fundamental truth. The need of Great Britain for an efficient system of aviation was greater than the need of any other country in the world, and after the war every machine and every man engaged in the Service could be profitably employed.

### WAR DEVICES OF THE ENEMY.

ZEPPELIN LIGHTHOUSES AND TURTLE FORTS.

Great interest has been aroused in United States army circles by an article, contributed to the *New York Times* by an American officer who has seen a good deal of the fighting in his capacity of authorized military observer, with the permission, he states, of the nations concerned. Here are a few of his observations:

The average layman is of the opinion that the Zeppelin has been rather much of a failure in the present war, mainly because the German raids on England have resulted in little more than scaring the populace and dropping bombs which did little damage.

But the Zeppelin has done far more than this. It is nothing unusual for these huge monsters of the air to penetrate miles beyond the Allied battle-front and to hover, under cover of the night, until the first streaks of dawn break in the east. Neutral-tinted, the Zeppelins, large as a city block, would rise with the mist, and the military observers could, with perfect safety, make out the details of the enemy's movements. The big airship would continue to rise until it passed the cloud level, and it would then report its observations to headquarters by means of a wireless, sometimes remaining hidden behind friendly clouds for hours at a time waiting for an opportunity to make fresh observations through rifts in the vapour.

AIRCRAFT BEACONS. Germany has not been content with building a large air fleet and then allowing it to find its way about the country unguided save by a rather unsteady compass and the pilot's knowledge of the terrain over which he is passing. As an additional measure of safety to German Government has created a number of "war beacons," which, flashing information to the aviator as to his exact location.

These beacons act as lighthouses of the air, giving warning where not to land and information as to the approach to the landing-stages. They are constructed on the lighthouse principle except that the light, instead of being projected horizontally, is projected vertically upward. In addition to marking the exact location for the benefit of the men aloft, these beacons are also used as telegraph stations, a system of dots and dashes of light transmitting messages to the aviators without the necessity for the latter descending. In the immediate vicinity of these beacons are the landing-stages, huge sheets of vermillion glass through which shine light to guide the aviator. The aeroplane land directly on the glass-covered surfaces, and landing accidents are almost unknown.

The Germans also have a very clever manner of indicating to the aviator the direction of the wind near the earth. Red lights are placed at each corner of the landing-stage, and these are connected with a weather vane. If the wind is from the north-west the lights at the north and west corners are automatically lighted; but should the wind suddenly veer to the south-east, the north and west lights are extinguished, and those at the opposite corners lighted. When there is no wind the red lights are all extinguished, and there remains only the white light in the centre of the glass.

LAND BATTLEFIELD. The latest type of German fortification appears very much like a huge tortoise lying prone on the ground. The heavy steel dome which protects the entire battery is curved to prevent the impact of gunfire at an acute angle, and it can be rotated around its axis by electric power. The rifles within the dome are mounted like naval guns, and the entire operation of serving and loading the pieces savours of a battleship rather than a fort.

One of the novel ideas incorporated in the construction of this type of fortification is that the guns are not turned of themselves, as is usual in land forts, but the entire barbette is revolved until the guns are raised or lowered, according to the range specified. Here, again, is a striking innovation. Instead of having long, narrow slits which would permit of the guns being elevated or depressed out which would at the same time admit of the easy entrance of shrapnel, the gun barrels are laid in embrasures and the breeches are moved up and down. Thus the desired effect is obtained without danger to the gun crew.

The heavily protected steel home designed to deflect the largest of modern projectiles and the fact that forts of this nature make use of high-angle fire while attacking battleships would of necessity have to use direct fire, render these fortifications impregnable to naval attacks. It is the opinion of military experts that a hostile fleet could be easily sunk by the guns of these forts before it could inflict any material damage.

### RIFLE DEFENCES.

Probably the most formidable of the German forts of this nature is that which guards the entrance to the Kiel Canal, where is harboured the entire German surface fleet. This fortress contains a mortar battery, mounting 12 and 16-inch pieces, capable of sending tons of projectiles smashing through the decks of battleships eight miles away. The direct-fire batteries are placed above this battery in tiers, the topmost tier being 170 feet above sea level. In these tiers the heavier pieces are placed below, and range in calibre from 13.9 to 17.7 inch. The lighter ordnance on the upper tiers consists of 8.2, 9.4, and 11-inch rifles.

That fortifications are still a gigantic factor in the science of warfare will, in the opinion of military experts, be proved if the Allies attempt to capture the German fortifications, particularly the coast defence forts, where are mounted 18-inch and 17-inch guns behind ramparts designed to resist projectiles from 12-inch and 13-inch naval artillery.

Despite the great value of the air-attacks, it is probable that one of the lasting lessons of this war will be the extension of the cavalry arm of large armies. With the possible exception of motorcycle squads or motor-car artillery.

(Continued on next Column.)

### A "PERFECT" SHIP.

THE "QUEEN MARY."

The *Queen Mary*, a powerful, perfect ship, was well-known and familiar to me writes Mr. Filson Young in *The Times* in those ceaseless winter ploughings of the North Sea, often next astern of the *Zeppelin*, never out of station and wheeling beautifully. Whatever was the condition of the *Queen Mary* just before she sank, I am as sure of this as of anything, although physically there was no doubt, as the ship was always in the hands of the ship's mind—which I mean the aggressive mentality of her people—as a peace-loving, those glorious ones had been doing what they wished to do, and they were where they wished to be. And as they had lived, and worked, and played, a close company, so they died.

The *Queen Mary* was a remarkable ship in many ways that the public knows of, but she was wonderful, too, in some ways which the public does not and cannot know. Every ship has her own individuality, and the ships of a squadron are a direct from one another as the members of a human family. Of the four ships of that incomparable group, the *Queen Mary*, *Princess Royal*, *Queen Mary*, and *Queen Mary* was always (in my eyes) the silent one of the family—silent at home, that is, she made certain noise in the world, and occasionally "got into the papers," but in the family circle of the squadron she was as demure as a mouse. She was never hurried, never in the wrong, gave no trouble. Other ships got into their little scrapes with the flagships; not so the *Queen Mary*. We never seemed to hear of her. She kept herself to herself, and had her own thoughts, and was always brilliantly efficient at anything there was on hand, from gunnery records to games. If at sea there was an irregular interval in the formation on either side of the *Queen Mary*, you needed no sea-chart to tell you that she was in station on the flagship, and that the others were wrong. If there was a target to be rained after battle practice, and the *Queen Mary* had seen it go, she would push it over and under, so that it would bobbed up in the wake of her propellers, it was the *Queen Mary* who would tread it nearly down under the beam of her forefoot, never to be seen again in the form of target, to the disappointment of the *Tiger* sheering wildly and hungrily about in the rear. The *Queen Mary* company were a true band of brothers, who retained the stamp of the strong and lovable personality who had moulded them, and had their own little individual ways and customs. Such a unit is a product of years and years of the highest training. The technical life of the ship to the Fleet was equal, I should think, to all the other losses in the *Queen Mary* company. Her company is irreplaceable, as is every ship's company in the British Navy. On that point we can agree with the Germans. The loss of a single British seaman is a real disaster; the loss of some thousands is a great disaster. But it is not a defeat.

### GERMAN MUNITIONS.

The *Ride Stiefelende*, whose excellent connections with Germany have often been proved, has made a month's searching inquiries into the present conditions in Germany. The following is an extract from his report:

In spite of German organising genius with regard to supplies it is now generally believed to be impossible to keep things going till the end of the year. Many think that the war cannot survive its second birthday.

Six weeks ago soldiers' rations began to be cut down. Meat is now becoming an exceedingly rare commodity among the troops, only small pieces being doled out now and again. Bread rations are also insufficient, being only three-quarters of a pound daily, while the former privilege to buy half-a-loaf weekly has recently been abolished. Hot meals now consist mainly of boiled horse beans, rice, soup, and vermicelli soup, with an occasional bit of salt fish. The privilege of parcels of food from home has lately been prohibited, apparently to prevent civilians from suffering. Soldiers on leave invariably have the appearance of being physically weakened by having had insufficient food.

In contrast with the shortage of food it is almost incredible what an abundance of ammunition, arms, etc., is everywhere evident. The troops are being supplied with brand new rifles and weapons at short intervals. German artillery is badly short of horses, and lately it has been necessary to reduce the teams to four horses per gun and two for ammunition wagons. All classes of ammunition are constantly being improved, which means increasing the explosive power of shells, and especially of bombs used by aircraft. Something which has never been believed possible in the German Army, namely, slackness of discipline, has been unmistakably evident for some time past. There has been a great number of desertions, including officers and Gunners. This, the authorities are trying to counteract by extraordinarily harsh treatment, extra training, and new varieties of punishment, including the tying of soldiers to trees for hours, as in war prisoners' camps.

From all fronts news is received of soldiers becoming rabid Socialists and Nationalists by the thousand, forming a serious future danger on their return after the war, and causing grave apprehension.

(Armoured motor-cars and the like) the cavalry is the best equipped to act speedily upon the reports of the aviators, and both the Germans and the Allies have found during the present war that the best results have been obtained by using cavalry in conjunction with the aviation corps.



**Y.M.C.A.**

"In deference to the Military Authorities this illustration does not represent the exact position of the Y.M.C.A. Buildings."

**FRANCE**

**This Line is the Bulwark of England**

It is protecting your home. What will you do for the men in the trenches who, at the peril of their lives, are fighting your battles? Already some scores of Y.M.C.A. buildings are making life happier for our men. But thousands of others of our brave troops are "doing without." Shall they continue to "do without" while you can help?

**Will you give a new building to-day, or maintain one for a short period?**

A Y.M.C.A. Divisional Secretary in France writes:—  
"We are making the conditions far more comfortable for the men who would have had to spend many hours weary waiting out in the cold and wet had we not been here. Our rooms were packed to overflowing with men straight out of the trenches covered with mud, as only men in the trenches can be covered. By the time they had reached here many of them had tramped several miles and were quite exhausted. To find somewhere in which hot drinks and food could be procured in the middle of the night was a haven gladly welcomed; it is surprising where men can sleep when exhausted such as we see them."

**£125**  
will maintain ONE new building serving a camp of about 600 soldiers for the first THREE MONTHS.

**£250**  
will buy a complete canvas equipment. At least 100 are immediately required for the Spring and Summer camps at home and abroad.

**£450-600**  
will furnish and equip a new Y.M.C.A. hut in Britain or France according to size.

To those who cannot maintain a Complete Building.  
For every one who can maintain a complete building there are hundreds and thousands who will esteem it a privilege to help in a smaller way. Any subscription, however small will be of value in this truly national work, and will be gratefully acknowledged.

Donations may be sent to—  
**c/o "The Hongkong Daily Press" Office,**  
10A, Des Vœux Road,  
Hongkong.

## THE TRENTINO FRONT.

HOW THE AUSTRIANS WERE STAYED.

## ITALIAN CONFIDENCE.

[FROM "THE TIMES" MILAN CORRESPONDENT.]

ITALIAN HEADQUARTERS, June 12th.  
A brief visit to the Trentino front which I have been able to make through the kindness of the Italian authorities has rectified many impressions.

The two main features in the assault on the left wing have been the resistance offered by the Italians on the Zugna ridge, culminating in relentless fighting at the Buole pass, and the struggle for Pasubio. As one ascends the Adige Valley from Ala the huge ridge of Zugna looms up on the right, following the direction of the river. The northernmost and lowest elevation, Zugna Torna, is under direct fire from Bionna, Pinocchio, and Ghello, the three formidable Rovereto fortresses. The Zugna Torna observation post was Costa Violina. It offered one of the most strenuous resistances recorded in this war to heavy bombardment. After 48 hours' crossfire the position was reduced to pulp. Of the wire entanglements, supported by specially constructed iron bars, no trace remained, yet when the Austrian infantry advanced there were still Italians holding the line. The position was held under this fire for five days, and after its evacuation the Austrians were unable for two days to occupy the site, being impeded by Italian fire from the other bank of the Adige.

The Austrians had three approaches to Coni Zugna, the highest peak of the ridge. One of these was from Mori, and another from Zugna Torna to Malga Zugna. All attacks along these two paths failed, as, although they were in dead angles, when once they came in sight of Malga Zugna, which has never left Italian hands, the invaders were hewn down remorselessly. The third approach was by the Buole Pass. During these first furious attacks the enemy infantry were made to advance contemptuously with artillery fire. They were ready to spring forward on the given signal. This cruel method wrought havoc in the enemy columns, as they were themselves often mown down by their own heavy guns.

## A GLORIOUS DEFENCE.

From Coni Zugna the crest of the mountain slopes down to Mezzana, the most southerly point. Between Coni Zugna and Mezzana, at a height of 5,000ft., lies the Buole Pass, the defence of which history will claim as one of the greatest glories of the Italian arms. Here from May 25 for five days fighting was continuous, reaching its height on the 30th, when 7,000 Austrians were killed. During one attack on that day, when the great importance of holding this pass was realized, the Italian Command called for news. Unhesitating came the reply, "We have not yielded an inch, nor shall we while one man of us remains."

The Buole fighting all took place in the open, the Italians never having time to entrench. After May 30 the attacks at this point diminished in energy. The Austrian battalions were reduced, from 1,000 or 1,500, to 600 or 700 men, and for the first time the Austrians modified their formation, advancing in a hunter-chain line instead of in compact masses.

When the Buole offensive began the only bridge-path up the mountain was on the Austrian side, and there was thus a seemingly insuperable obstacle to the sending of supplies to the Italians. Five hundred Alpini worked for three days and nights, and constructed a passable road usable by pack horses. Their commander had given them 24 hours, and therefore they thought their achievement small.

## BULWARK OF THE PLAINS.

Buole Pass not only defended the Zugna sector, but also magnificently supported the defence of Pasubio, and the resistance of Pasubio prevented the invasion of the plain.

Pasubio the natural guardian of the Valle Ogra, which offers the most tempting access to the Venetian plain, rears its snowy head 7,335ft., and before the war its enormous ridge was partly in possession of Austria and partly in that of Italy. When the Italians completed the occupation of the mountain during the early days of the war it was found that the Austrians, treacherously profiting by Italy's loyalty, had bored a gallery through the summit from their own side and prepared bases for heavy guns which were to bombard Schön. Only a slender rock curtain remained to be destroyed and the guns on Pasubio would have dominated the whole valley. This plan the Italians nipped in the bud, preventing the invasion of the Valle Ogra as long as Pasubio remains Italian. The struggle for the great bulwark has been violent and bloody, but the gallantry of its defenders has precluded an Austrian victory. For 25 days the Austrians have outnumbered the Italians on this ridge in the proportion of four to one. The heaviest enemy guns have been constantly trained on it, but the Italians have not ceded a single foot.

These heroic sons of Italy are fully conscious of the part assigned to them in the history of their country. They sleep in snow, fight all day half buried in snow, and have 300 cases of frostbite daily. With all this, not one man wishes to go down for rest. They bear with tears to be allowed to remain. Their commander was forcibly carried down and put to bed after five days and nights of unceasing vigil. On other peaks, to whose summits men and guns can only be taken by ropes, the same indomitable spirit prevails.

## OPTIMISM OF THE COMMANDERS.

These are the men guarding Italy's frontiers along the whole front. The

(Continued on next Column.)

## GERMANY'S APPEAL TO TURKEY.

So many vague hints of Turkey's possible defection have been published from time to time and the impracticability of sending German reserves to Asia Minor has caused such strained relations between Germany and the Porte, that special pains have been taken to do honour to the Turkish deputies now visiting Berlin. Count Reventlow, writing in the *Deutsche Tageszeitung*, is particularly enthusiastic in his praise of the close connection between the two countries. Russia, France, and England, he suggests, tried to keep Turkey out of the war in order that they might subsequently divide the Ottoman Empire among themselves as they thought fit, whereas "Germany's policy has always been directed towards aiding Turkey in such a way as to enable her to maintain her autonomy, her independence, and the integrity of her territory by her own strength. Germany and Austria-Hungary are the only two European Powers who are materially interested in seeing that Turkey remains strong. From the day, nearly thirty years ago, when Kaiser Wilhelm II. paid his first visit to Constantinople, it has always been the endeavour of Germany's foreign policy to see that Turkey's strength was left unimpaired."

It is well known that the Kaiser's interest in Turkey was due solely to the interest in Turkey was due solely to the Baghdad railway scheme, which was financed almost exclusively by German banks. In the course of the last few years a surprising number of German firms have secured concessions of various kinds in Turkey, particularly in Asia Minor; and it is not to be wondered at that Count Reventlow should congratulate the Turkish Parliament on having "chosen the right path in 1914: the path leading to glory and success." "It will war comes to an end, however, he found that the foundation of the Turco-German future have been laid not only by comradeship in arms, but by identical or analogous interests. That fact points the way to a common policy on the part of both countries. The more a reciprocal feeling prevails in this regard, the more will the conviction of solidarity become evident." A critical Turk might be led to observe in Count Reventlow's article the feeling that Germany hopes to gain much more from the Turco-German alliance than Turkey can expect to gain herself.

## SOLDIERS AND SPECTACLES

## CURIOUS EFFECT OF EXPLOSIVES.

Lecturing at the Royal Institution on "Eyesight and the War," Dr. Ernest Clarke urged that the wearing of glasses should not be considered a disqualification for military service.

It was asserted, he said, that the main reason why the war Office had always set its face against the wearing of glasses was that formerly most of our soldiers were serving abroad, and not easily broken spectacles could not easily be placed. But a plentiful supply of good eyeglasses was available for the Army, and every military centre could have its oculist. If the wearing of glasses were permitted, a better choice of men would be possible when the size of the Army was small, and when a large Army was needed numbers could be obtained more easily than under the present restrictions.

Dr. Clarke went on to point out that the wind pressure caused by modern explosives was enormous, and said that an officer whom he saw had an eye smashed solely by the pressure. Following the pressure came an enormous vacuum, and he had seen a case in which the eye had been torn out by that. A sergeant-major, while lying in a dug-out in Gallipoli, was rendered unconscious by a sandbag falling upon him. He suffered afterwards with constant headache and dizziness, and was unable to walk steadily, or face the light. Glasses were given to correct a very small astigmatism, and within a short time he could read, his headache was gone, the giddiness vanished, and he was able to walk. In soldiers and civilians alike at this time, Dr. Clarke said, exceptional strain was placed upon the nerves, and much might be done to alleviate the effects of this by the use of glasses suited to individual needs.

men and commanders whom I saw convey the same impression of irresistible force, simplicity, and discipline. They seldom talk; when they do they say unforgettable things. As I had seen in Val Lagarina several lines of defence one stronger than the other, I questioned the commander of the Pasubio section, as to his second line. "I know only one line," he replied; "that is the line which we hold, and which they shall never pass." The spirit of optimism of these commanders is extraordinary. They all believe the war will be of short duration, for they have measured their enemy at his worst and realized the insanity and the finality of the Trentino effort.

The news of the Russian victories has been made known along the whole Trentino front, to the infinite encouragement and joy of the troops. I was asked to translate these good tidings to the Russian prisoners, large numbers of whom have escaped from Austria and have been welcomed as brothers on the Trentino front.

There is every reason, moral and material, for believing that the line to which the Italian Command fell back three weeks ago cannot be successfully assailed. This line, through Coni Zugna, the Adige, through Coni Zugna, Malga Zugna, includes Pasubio, Alba, and Mezzana, includes Pinocchio, and Schiri, Mezzana, and thence by Strigno to the Val Calamanto. During the past three weeks the enemy has had only two half successes, when the Italians retired from Prinfara and Cengio, but the Austrians did not succeed in occupying solidly these positions. A great part of the present line was deliberately chosen by the Italians as that on which to resist invasion as best suited themselves.

## ITALY AND ENGLAND.

## THE FREIGHT CONTROVERSY.

A remarkable article has been published in the *Secolo*, of Milan, on the subject of the high freights which have to be paid by Italian shippers. The *Secolo* notes that even in the Italian Chamber the argument has been used that "England ought to have foreseen and provided against falling exchange, high freights, and so on, if she wanted us to fight beside her"; but the Radical Italian journal frankly admits that if economic damage is to be inflicted on England to favour certain Italian interests, the result would be to the disadvantage of all concerned.

Taking the present price of coal in Italy as an example, the *Secolo*, pointing out that England is not responsible for the increase of the original price at Cardiff, the loss on the exchange, or the cost of unloading at Genoa, shows that England herself feels the increase in freights in common with all the Allies.

The figures quoted to show the progressive increase in the cost of coal loaded on train at Genoa are very remarkable, illustrating as they do the fact that since July, 1914, while the total increase in the original cost of the coal at Cardiff has risen by 321 per cent., freightage has risen by no less than 1,277 per cent.

What this means to Italy may be judged when it is borne in mind that of 10,000,000 tons of coal annually imported into Italy, 7,000,000 tons come from England and that the price per ton loaded on train at Genoa has risen from 3,035 lire to 240 lire during the period mentioned. The *Secolo* justly points out that the high freights affect all other countries equally, and that the present rate from Cardiff to Marseilles is 94s. or only 1s. less than the rate to Genoa; also, that if, as between the two places, the loss on exchange is greater at Genoa, the loss on exchange is greater at Genoa, the loss on exchange is greater at Genoa.

It is acknowledged by the Milan journal that it is not in the power of one nation or group of nations, to provide an immediate remedy, and it summarizes fairly the real causes of high freights, namely, lack of available tonnage, reduced production of shipbuilding, the requirements of the State, the congestion of the ports, and the enormous increase in the cost of navigation. "These," it is remarked, "are natural causes, and cannot be remedied by State action. The present rise in cost is due not to the rapacity of shipowners, but to the competition among consumers, and the conclusion is arrived at that 'the problem is insoluble.'"

The *Secolo's* article concludes with a stirring tribute to the great part played by England in the war.

## A FRENCH HERO.

## DYING SOLDIER'S ACT.

A French army surgeon records an heroic act. French troops were retiring from a village into which the enemy was expected to enter a few hours later. In a farm were three wounded French soldiers, who could not be moved, and who could not recover. The army surgeon, of course, remained behind with an assistant, and the three wounded men were taken down into the cellar at night-fall.

Before dawn two of them had already died. The third, who had been unconscious, suddenly came to, and said to the two men watching him, "What are you doing here?" "Looking after you, of course," they said. "Why?" he asked. "The Boches can do me no more harm now. I know I am done for; you had better leave me." "Nonsense," said the surgeon; "of course we will stop with you and save you." Towards dawn shouting began, showing that the enemy was coming nearer. The surgeon and his assistant went up to prospect. When they went down to the cellar again a few minutes later the wounded man was dead, and covered with blood. His right hand still held the bandages of his wound which he had torn off to hasten his end, so that the two men watching him could escape. "A hero, if ever there was one," said the surgeon. "Now we can leave." And the two men got away just in time to escape the invading enemy.

## GERMAN SUBMARINE MAIL SERVICE.

"Fantastic nonsense" is how the *Vossische Zeitung* describes the statement of the American newspaper that the Hamburg-America line is instituting a submarine mail service between Hamburg and New York. Such a story, says the paper, would shame Munchausen.

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THERAPION No. 2  
CURE FOR ALL RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.  
THERAPION No. 3  
CURE FOR ALL RHEUMATISM, GOUT, GRAVEL, NEURALGIA, MIGRAINE, SCIATICA, LUMBAGO, BRUISES, SWELLINGS, AND ALL AFFECTIONS OF THE JOINTS.



## EMPIRE LAND SETTLEMENT.

PLEA FOR FORMATION OF  
IMPERIAL BOARD.

A conference has been held at the Royal Colonial Institute between the Empire Land Settlement Committee and the following members of Parliament:—Mr. Leslie Scott, K.C., Captain Bathurst, Mr. Rowland Prothero, M.P., Sir John Spear, Mr. C. H. Roberts, Captain Beville Stanger. Lord Grey was in the chair.

The following resolutions were unanimously adopted:—

(1.)—That this conference approves the principle of the establishment of an Imperial Board, representative of the Mother Country and the Dominions, to deal with the whole question of land settlement within the Empire, and pledges itself to urge upon His Majesty's Government the appointment of such a board at the earliest possible moment, and to this end recommends that a committee should be formed in the House of Commons to work in co-operation with the Institute's Land Settlement Committee.

(2.)—That this conference views with satisfaction the reception given to the mission of Sir Rider Haggard, as representative of the Royal Colonial Institute, in the self-governing dominions, and the liberal offers already made to him by the Government of Australia and the British South Africa Company for the settlement of ex-service men from the United Kingdom after the war.

(3.)—That the conference expresses the hope that His Majesty's Government will make it possible to accept those offers by giving facilities for the raising of loans for the purpose of land settlement, and by providing transport for the ex-service men who may desire to emigrate.

(4.)—That it welcomes the Small Holdings Bill now before Parliament as an instalment of a new policy of land settlement in the United Kingdom, and hopes that the principle it embodies may be extended.

## QUEENSLAND GOVERNMENT'S OFFER.

At a luncheon given by the Royal Colonial Institute in honour of Mr. T. J. Ryan, Prime Minister of Queensland, Lieutenant-General Sir Edward T. H. Hinton, who presided, announced that the Queensland Government had decided to give a million acres of land for the settlement of ex-soldiers and soldiers, provided that the State could borrow the necessary money to build railways and prepare the land, and have the right to select the settlers. (Cheers.)

Mr. Ryan, who was warmly received, said the overseas Dominions had nobly borne their part in the war and they felt they should have some greater voice than they had hitherto had in the councils of the Empire. They were anxious, at all events, to have some voice in the conference that would take place in regard to the settlement of the terms of peace. (Cheers.) The Australian States would be quite as ready to do their part in settling ex-soldiers and soldiers on the land as they had been in contributing to bring the war to a successful issue. There were 400 million acres in Queensland, and he believed the Government would be prepared to consider the extension of the area of settlement which had been announced. If the Imperial Government would consider the quantity of land that could be made available, he thought they would find it a good investment to assist in getting money for making railways. He hoped some scheme could be devised, whether it was by way of commutation of war pensions or by some other method, which would enable a start to be made in providing for the men who had fought for their country.

GERMAN CONFISCATIONS IN  
BELGIUM.WHOLESALE SEIZURE OF  
SUPPLIES.

Reuter's correspondent at British Headquarters in France sends a picture of an official report dealing with the exploitation of Belgium by the Germans.

From this report it appears that the Military Governor of Belgium ordered the registration, confiscation, and storage of the 1915 crop. Corn and forage have been confiscated, and the total requisitioned, which began in September, 1915, cannot be less than 10,000 tons of oats and 7,000 tons of forage. Potatoes were similarly treated during the winter.

As regards cattle, Germany does not appear to be importing these from Belgium, but the supply of the Army is mainly carried out on the spot. The Germans keep up to date a communal register of all draught and saddle-horses, mules, and donkeys likely to be useful to the Army. The cash prices paid for horses are below their value, sometimes by as much as one-third.

In September, 1915, there was a general confiscation of metals, even the Belgian States locomotives being stripped, and all copper and nickel money was withdrawn, zinc coinage being substituted.

The slaughter-houses at Brussels alone provide from 18 to 20 tons of fats weekly. All oleaginous grain in the country is requisitioned, and in some districts the cultivation of sunflowers is compulsory. Textile products are requisitioned throughout the occupied territory. Trade in cotton is suspended in Belgium, and all stocks have to be declared, as well as those of wool and linen. All the walnut trees which can be made use of for the manufacture of rifles have been cut down and requisitioned, and other trees, such as fir, oak, beech, and ash, are being depleted at an alarming rate. All the stocks of cement which existed before the war were requisitioned during the first months of the campaign.

The Germans are exploiting several large industrial establishments for the use of the Army. Certain factories have been appropriated for the manufacture of powder and ammunition. Much plant, machinery, and stocks have been requisitioned and sent to Germany. The Germans are making use of foundries, chemical factories, barbed wire factories, garages, conjoiners, sawmills, cement factories, electrical works, motor-car factories, railway shops, and shipbuilding yards.

AMERICA AS A WORLD-  
POWER.STRIKING ARTICLE BY LORD  
BRYCE.

Lord Bryce has contributed a striking article entitled "America's Traditional Isolation" to the American periodical *The New Republic*. Like Mr. Disraeli in his day, Lord Bryce holds that America can only fulfil her destiny by taking some part in the world politics of the European Powers, a view diametrically opposed to that of the founders of the Republic. It need hardly be said that this article by the late British Ambassador to the United States is not intended to influence the policy of that country towards the present war, or indeed to any particular conjuncture.

Dealing with circumstances in which Washington recommended a policy of rigid detachment from the political affairs of Europe, Lord Bryce proceeds:—

Consider what those circumstances were. In Washington's day North America was distant from Europe by a voyage of some weeks, often of many weeks, and often perilous. American commerce with Europe was already important, but how small compared with that of our times! Very few persons went to and from. News came slowly, and what did come became imperfectly known to the American people. They could afford to think little and care little about Europe; not only because their relations, personal and commercial, were comparatively slender, but also because they were then and for two generations afterwards mainly occupied in colonising their vast western territory and developing their own resources. They were, moreover, in Washington's day a population of only five millions.

## NEW CONDITIONS AND NEW DUTIES.

But at last things changed in Europe, and the revolutions of 1848 marked a decisive stage in the change. They have gone on changing fast since then, and the greatest change of all has been the extension of the power and influence of the leading civilised States beyond the boundaries of Europe. The whole world has now become one by the enormous development of trade, due to new and swift means of transportation and communication, and by the interests which every country has in the wealth or poverty of every other country. Not only the directly commercial, but the financial relations of all civilised countries are closely interwoven; wars affect the trade and the welfare generally of neutrals more than ever before; capital has become so great a power, and capital in one country is so interlocked with capital in another, that whatever affects it anywhere affects it everywhere. No country escapes this influence, and the United States can escape it as little as any because it is the wealthiest of all.

Moreover, the range of offensive warlike action has been immensely enlarged; every State has now become the neighbour of every other for evil as well as for good. Were an aggressive and ambitious military and naval power restrained by no scruples, disposed to embark on a policy of conquest overseas at the expense of weaker nations, she could do now what would have been impossible in the days of Washington. We in England used till lately to set down as mere "pipe dreams" the fears that such an aggressive European Power would threaten such countries as Brazil or Argentina, but we must now confess ourselves mistaken. Neither of those countries nor the islands of the West Indies would be safe from attack were the other Powers which possess navies, and would be interested in checking aggression, unable to intervene. Supposing their navies got out of the way, the field would be clear.

Lastly, there is another way in which the position of the United States has been entirely changed. She now numbers more than twenty times the population of Washington's day. She has become a great Power to which the world looks as the strongest and most impartial exponent of "neutral" opinion. The United States stands in an especial degree for the Principles of International Justice and International Law. It has done more than any other nation to advocate the substitution of arbitration for war, and to improve the rules and assist the value of the principles of public law as governing international relations. Less than ever before can the United States view with an indifferent eye the conflict, wherever in the world it may be waged, for principles which it has done so much to promote, principles intertwined with its own life and growth. Its greatness and history alike impose on it a unique responsibility. Were Washington alive now would he not recognise such a responsibility? He certainly could no longer say "in the words of his message, 'Europe has a set of primary interests which to us have none or a very remote relation.'"

## A LEAGUE OF PEACE.

This brings me back to the point where we started. Have not the changes of 120 years so altered the relations of North America to Europe as to make some lines of action right or even necessary now which would have been unadvisable, and even dangerous, in 1787? These are submitted as general considerations. Of their applicability to the present, or any other specific crisis it is not for me to speak. No sensible man on this side of the Atlantic would venture to offer argument or advice upon matters which are entirely for the judgment of the Government and people of the United States. The more anyone knows of the conditions under which the Executive and Congress have to act, and the complicated facts they have to weigh, the less would he presume to offer advice.

But there is one point on which a word may be said, because it relates not to the present conjuncture, or to that treaty settlement when the war ends which the belligerent Powers, whoever they may then be, will have to make, but to the further and subsequent question: What

(Continued on next Column.)

## PUBLIC SCHOOL REFORM.

PARENTS ON THE CLAIMS OF  
SCIENCE.

The following letter has been sent to the parents of boys at one of the leading public schools in England. Parents or guardians of boys at other public schools who approve of the proposed deputation are asked to communicate with Sir Mark Collet, Bt., Kensing, Kent.

June, 1916.

Dear Sir,—In view of the grave crisis through which we are passing, we venture to ask you to join us in a demand that boys at the public schools should be properly trained in subjects essential for our national life. We consider a mastery of science and of modern languages is necessary to fit our sons to take their proper places in modern life, whether in science, commerce, or the Forces of the Crown.

A grave warning has lately been issued, signed by the most eminent scientific professors, pointing out the immediate necessity for a proper education in science; for both in the Services and in every branch of commerce is involved the use of scientific data and a sound knowledge of scientific processes, and it constitutes a grave national danger that this subject is so inadequately taught in our public schools. Few boys leave the public schools able to converse freely in modern languages; the presence of so many interpreters in the British Army is absolute evidence on this point. It is clearly seen how immensely important are these two subjects for our sons, whatever may be their future professions. The wonderful efficiency of the Germans, both in science and languages, points to the fact that their schools and universities answer these two vital requirements better than do ours. We consider that a sound knowledge of our own language and literature, modern geography, English and European history should be taught in our public schools far more thoroughly than is done at present.

We wish to point out that the classical training in public schools is for the average boy a deplorable waste of most valuable time, and though a small minority doubtless derive advantages from the study of the classics, yet we deprecate most strongly the amount of time spent on them and the prevalent specialisation in them on antiquated lines, with an adherence to conditions that no longer exist, while real essentials for our national success are dangerously neglected. As it is, the public school boy who is doing so splendidly both as a man and a soldier in the great ordeal through which we are passing suffers a severe and unnecessary handicap, both in the military and commercial professions, compared with our present enemies and permanent trade competitors.

It is intended to form a deputation to approach the Conference of Headmasters, to ensure that our wishes may be carried out. Kindly state if you are in sympathy with this letter, and if you approve of such deputation. This letter has been sent to *The Times*, and the parents of boys at one of the leading public schools, the headmaster of which is in favour of receiving the deputation.

Yours faithfully,

ARTHUR LESTRADE,  
DESIGNER.  
J. E. THORNYCROFT,  
C. J. HAMILTON,  
CHARLES WALDOLE,  
J. JELICIE, Ad-  
miral.  
PHILIP H. WATERLOW.

## CUNARD TO THE RESCUE.

At a meeting of the Liverpool City Council, when a resolution was passed congratulating Sir John Jellicoe on his magnificent naval victory over the German Fleet, Sir William Forwood, a director of the Cunard Company, mentioned that the old Cunard liner *Campania* was in the battle acting as a seaplane ship.

While the *Warrior* was being hard pressed by the German ironclads, which poured volleys into her on either side, her engines became disabled and she could not move. The *Warrior* would have sunk in a few minutes had not the *Campania* gone ahead and got in between the British warship and a German vessel.

The *Campania* made fast to the *Warrior* and kept her in tow for 10 hours. The *Warrior* gradually sank, but the *Campania* was the means of saving her crew.

It is to be done after the settlement has been reached and completed? This is a matter on which Europeans are entitled to address their American friends, inviting their co-operation in a work to be done hereafter for the benefit of the world. All thoughtful men, born in Britain, and, as we are told, in the United States, also feel that some effort must be made to provide machinery calculated to prevent the recurrence of such a frightful calamity as this war has proved to be.

The difficulties of such a scheme are obvious. But they need not be insuperable, with the co-operation of the United States, which would bring to any concerted plan for the amicable settlement of disputes and for the maintenance of peace by a League to restrain aggression, its authority, its strength, and that disinterestedness which belongs to its position outside the circle of European jealousies. Here is an undertaking which the changes of the last 70 years have made a matter of common concern to every part of the world. No great nation, whatever its maxims of policy have heretofore been, can, if it approves the end in view, stand aloof from the effort to attain that end, now more than ever urgent. Here is a service in which the United States is called upon to join because it is to be rendered to mankind at large, to the New World as well as the Old.

## "GERMAN NATIONAL HERO."

KAISER'S EULOGY OF  
HINDENBURG.

According to a Berlin telegram the Kaiser visited the headquarters of the Commander-in-Chief of the Eastern theatre of war, Marshal von Hindenburg, welcoming the Kaiser, said:—We are simple soldiers, whose nature it is not to express their feelings by many and eloquent words, but of this much I can assure your Majesty: That the old motto of our fathers, 'Forward with God for King and Fatherland, for Emperor and Empire,' is firmly rooted in our soldiers' hearts. It has been our guidance in all our thoughts and actions, and will remain so until our last breath.

The Kaiser replied:—My dear Field-Marshal, I thank you for the soldierly words with which you have greeted me. I have come to the Eastern front to express to you my thanks for your great achievements of last year, for your quiet and brave perseverance last winter, and during the hot fighting of the autumn offensive.

The enemy whom we are fighting against is superior in numbers. This is nothing new to us. A great King has already given us a splendid example. Providence has willed this again—and it was good that it should be so, because thereby we have been obliged to pull ourselves together for very special deeds and efforts. And now my armies will endure victoriously, and with God's help win an honourable peace such as we desire.

But to you, my dear Field-Marshal, Providence has allotted in this struggle the great task of freeing the Provinces of East-Prussia of the enemy and carrying our arms far into the enemy's country. This is your achievement, and the German Fatherland will always remember it. But I, your Warlord and King, thank you from my heart for these deeds, which will never be forgotten of you. Everywhere in German countries—in east, west, north, and south—one observes admiration for you. You have become the national hero of the German people. The name of Hindenburg is already today of legendary fame. Wherever it is spoken all eyes flash, all faces of young and old, beam.

The Kaiser then gave the toast of the Field-Marshal.

NOTHING IS MORE EMBARRASSING  
THAN EXTREME  
THINNESS.

It is the plump, well-developed man who cuts the melons, and has the fun socially.

Scrawny, skinny people are seldom popular. We all admire fine figures. No dressmaker can hide a bony, skinny form.

You ought to test the one guaranteed reliable treatment, which has "made good" for years in England, which has taken America by storm and which has been awarded a gold medal and diploma of honour at Brussels, Belgium.

Nothing in history has ever approached the marvellous success of this new treatment, which, according to report, has made more thin folks plump than all the "tonics" and ineffective medicines for fifty years.

There's a reason. Plump, well-formed men and women assimilate what they eat. Thin, scrawny ones do not.

This new discovery aims to supply the one thing the thin folks lack, that is the power to assimilate food.

It renews the vigour, re-establishes the normal, all in nature's own way. It is not a lash to jaded nerves, but a generous upbuilder.

Don't worry, take SARGOL. A. S. WARREN & Co., Ltd., VICTORIA DISPENSARY, THE PHARMACY, QUEEN'S DISPENSARY, THE EDWARD DISPENSARY.

75-3

## JUST LANDED:

## A SUPPLY OF

CALDBECK,  
MACGREGOR & CO.

SOLE AGENTS,

15, QUEEN'S ROAD CENTRAL

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## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	JAVA & MAKASSAR	24th July	29th July	ROBE

\* Wireless Telegraphy.  
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.  
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

Yok Buildings, 1st Floor.  
Hongkong, 12th July, 1916.

## JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG &amp; SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "TJIKEMBANG"	...	11th August.
S.S. "ABAKAN"	...	11th September.
S.S. "TJUSONDARI"	...	12th October.
S.S. "KARIMOEN"	...	11th November.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a fully qualified surgeon.

Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,  
MANAGING AGENTS.Yok Building,  
Hongkong, 14th July, 1916.

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## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU,

SEPT. 5 - NOV. 11 - JAN. 18, 1917.

AN UNSURPASSED HIGH-CLASS PASSENGER  
SERVICE AT INTERMEDIATE RATES.O. H. RITTER, Freight and Passenger Agent,  
Prince's Buildings, 100 House Street.

Hongkong, 27th May, 1916.

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## THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS

BRASS AND IRON FOUNDERS, CONSTRUCTIONAL

ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE

AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

Boilers, Railway Rolling Stock, Bridges, and all Classes

of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 84' 8"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement providing conditions for building ships with most efficient results.  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Sheds ranging to 100 Tons.  
60-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Ribs, etc.

AGENTS FOR—

JOHN I. THORNYCROFT &amp; CO., LTD.

PETROL and KEROSENE MARINE MOTORS 1-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES

HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.

MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Managers can be seen between the hours of 11 A.M. and 12 Noon

at the Town Office.

BUTTERFIELD &amp; SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 312

Telegraphic Address—"TAIKOO DOCK."

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## THOS. COOK &amp; SON.

TOURIST, STEAMSHIP AND FORWARDING AGENTS, BANKERS, ETC.

OFFICIAL AGENTS TO THE PHILIPPINE GOVERNMENT.

PEKING—HONGKONG—MANILA—SHANGHAI—YOKOHAMA.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS OF THE WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED

FOREIGN MONIES Exchanged.

Cook's "FAR EASTERN TRAVELLER'S GAZETTE," containing Sailings and

Fares from the Far East to all parts of the World, will be forwarded free on application.

CHINESE OFFICE—LUDGATE CIRCUS, LONDON, E.C.

Hongkong, 19th April, 1916.

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## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING  
From Hongkong 28th July. Connecting with "GUJARAT" From Colombo 17th Aug.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING  
From Hongkong S.S. "SALAMIS" 19th August.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS

## "ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

For Steamers Sails.

Steamers proceed via Suez Canal or Cape of Good Hope at Owners' option. Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.,

30 to 315 & Co., Canton.

GENERAL AGENTS

Hongkong 11th April, 1916.

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## C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

SWATOW, AMOY AND FOCHOW  
ON 21st July, 9 A.M.  
ON 21st July, 10 A.M.  
ON 21st July, 2 P.M.  
ON 22nd July, Noon.  
ON 23rd July, Noon.  
ON 23rd July, 4 P.M.  
ON 25th July, 4 P.M.  
ON 26th July, 4 P.M.  
ON 26th July, 4 P.M.

MANILA LINE—TWIN-SCREW STEAMERS "CHIN HUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."  
SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. S.S. "AN HUI," "CHENAN," "LU CHOW," "YING CHOW," "SHANTUNG" and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.  
For Freight or Passage apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers—having good accommodation for First Class Passengers, Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

## SWATOW, AMOY AND FOCHOW AND RETURN.

Occupying at 9 to 10 Days)

STEAMSHIP CAPTAIN LEAVING  
"HAICHING" ... | Capt. W. C. Passmore ... | FRIDAY, 21st July, at 2 P.M.  
"HAITAN" ... | Capt. J. S. Thomson ... | TUESDAY, 25th July, at 2 P.M.  
"HAIBONG" ... | Capt. J. W. Evans ... | FRIDAY, 18th July, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier). For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 19th July, 1916.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "SANTHA," 5,192 tons, Capt. J. W. Robertson, will be despatched for SHANGHAI, KOBE, and MOJI on 25th July.

WESTWARD

S.S. "JAPAN," 6,013 tons, Captain G. P. Seddon, will be despatched for SINGAPORE, PENANG, BANGKOK and CALCUTTA on 25th July.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 21st July, 1916

AGENTS

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## P. &amp; O. S. N. CO.

ROYAL MAIL SERVICE  
UNDER CONTRACT WITH HIS MAJESTY'S GOVERNMENT  
TO  
MARSEILLES AND LONDON,  
TAKING PASSENGERS AND CARGO TO  
STRAITS, COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.

Steamers to	Leave Hongkong	Connecting Mail	Due at	Due at
COLOMBO	NOON	Str. from COLOMBO	MARSEILLES	LONDON
	Friday		1916	1916
NANKIN	July 28	Through Steamer	Sept. 1	Sept. 10
NOVARA	Aug. 11	*KAISAR-I-HIND	Sept. 11	Sept. 18
NORE	Aug. 25	*MOOLTAN	Sept. 25	Oct. 2
MAITIA	Sept. 8	*KASHGAR	Oct. 8	Oct. 16
NAMUR	Sept. 22	Through Steamer	Oct. 26	Nov. 4
SARDINIA	Oct. 6	Through Steamer	Nov. 9	Nov. 18
NOVARA	Oct. 20	MOREA	Nov. 19	Nov. 26
NORE	Nov. 3	Through Steamer	Dec. 6	Dec. 15
NYANZA	Nov. 17	*MONGOLIA	Dec. 17	Dec. 24

\* Passengers change Steamers at COLOMBO.  
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.  
On the Australian Route Tickets interchangeable with Orient Line.

## SAILINGS DIRECT TO SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave Hongkong About
NORE	TUESDAY, 1st August
MALTA	MONDAY, 14th August
NAMUR	SUNDAY, 27th August
SARDINIA	SATURDAY, 9th September

Passengers may travel by Railway in Japan between Ports of Call free of charge. Return Tickets are available by Messageries Maritimes Company.

IN ADDITION TO THE ABOVE MAIL STEAMERS, INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE DIRECT FOR MARSEILLES AND LONDON, Calling at SINGAPORE, PORT SWETTENHAM, PENANG, COLOMBO AND PORT SAID. CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Leave S'pore	Due at MARSEILLES	Due at LONDON
	about	about	if calling about	about
SOMALI	Aug. 15	Aug. 21	Sept. 20	Sept. 29

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge and each Berth furnished with an Electric Reading Lamp. Passage Tickets interchangeable with the British India Co. Round-the-World Tickets and Through Tickets to New York in connection with the Principal Mail Lines. Return Tickets at fare and a half available to Europe for Two Years; or to Intermediate Ports for Six Months. Owing to the War in Europe Steamers and Sailing dates are liable to be cancelled or altered without notice. For Further Information, Passage Fares, Freight, Handbooks, etc., apply to E. V. D. PARR, Acting Superintendent.

## NIPPON YUSEN KAISHA. THE JAPAN MAIL STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATE
LONDON VIA SINGAPORE, MALACCA, PENANG, COLOMBO, DURBAN, CAPE TOWN, and TENEBIFE	SUWA MARU Capt. T. Sekine	21,000	THURSDAY, 3rd Aug., at Noon
	ATSUTA MARU Capt. Sato	16,000	THURSDAY, 10th Aug., at Noon
VICTORIA, B.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHANGHAI and YOKOHAMA	KAMAKURA MARU Capt. T. Kusano	12,400	TUESDAY, 8th Aug., at 4 P.M.
	YOKOHAMA MARU Capt. Shinoda	12,400	WEDNESDAY, 30th Aug., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, BANGKOK, THURSDAY ISLAND, TOWNVILLE & BAISBANE	AKI MARU Capt. K. Yoshikawa	12,500	TUESDAY, 15th Aug., at 11 A.M.
	TANGO MARU Capt. S. Takano	13,300	TUESDAY, 12th Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and BANGKOK	COLOMBO MARU Capt. Nomura	8,000	SUNDAY, 30th July
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU Capt. Katsuyoshi	8,000	TUESDAY, 25th July
KOBE and YOKOHAMA	TENSHIN MARU Capt. Kawai	8,000	MONDAY, 31st July
SHANGHAI and KOBE	YETOROFU MARU Capt. Ogura	8,000	FRIDAY, 11th Aug.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Takano	13,500	SATURDAY, 12th Aug., at 5 P.M.
SHANGHAI, KOBE and YOKOHAMA	IYO MARU Capt. K. S. ed.	12,600	SUNDAY, 30th July, at 10 A.M.

## EASTBOUND NEW YORK LINE VIA PANAMA CANAL. (CARGO ONLY).

NEW YORK VIA SINGAPORE, DURBAN, CAPE TOWN and SANTOS  
S WAKASA MARU  
Capt. Ito  
12,500 tons  
Sails from Kobe Middle August

For Further Information, apply to—  
NIPPON YUSEN KAISHA,  
B. MORI, MANAGER.

TELEPHONE Nos. 82 and 283

## TOYO KISEN KAISHA. SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA JAPAN AND HONOLULU.

Steamer	Tons and Speed	Leave Hongkong
*KWANTO MARU	22,000—21 knots	FRI., 21st July Noon.
TENYO MARU	22,000—21 knots	FRI., 21st July Noon.
*NIPPON MARU	22,000—21 knots	TUES., 15th Aug. 10.30 A.M.
SHINYO MARU	22,000—21 knots	TUES., 15th Aug. Noon.
*ANYO MARU	18,000—15 knots	TUES., 15th Sept. Noon.
*PERSIA MARU	9,000—14 knots	THURS., 21st Sept. 10.30 A.M.

† Proceeding to South American Ports.  
‡ Omitting Manila, Shanghai and Honolulu.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.  
" " " NEW YORK £60. " " £96.10.  
" " " SAN FRANCISCO £45. " " £68.  
Passengers purchasing Trans-Pacific Return Tickets have the option of returning from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO. SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS. ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway. Passengers may travel by RAILWAY between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

FOR JAPAN PORTS, HONOLULU, SAN FRANCISCO, LOS ANGELES, SALINA CRUZ, BALBOA, CALLAO, ARIKA, IQUIQUE and VALPARAISO.  
TRANS-ANDERSON ROUTE TO BUENOS AIRES.  
Steamer Tons and Speed Sails  
ANYO MARU 19,500—15 knots TUESDAY, 12th Sept.  
For Full Particulars as to Passage and Freight, apply to—  
K. DOI, AGENT,  
King's Building. 1213

## MESSAGERIES MARITIMES FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.  
FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

FOR SHANGHAI, ROBE AND YOKOHAMA		OUTWARD STEAMER	To SAIL
		ATHOS ... ..	On or about 28th July.
MARSEILLES VIA HAIPHONG, TOURANE AND SAIGON (Without Transshipment)		HOMEWARD	
		ATLANTIQUE ... ..	On 22nd July, at 6 p.m.

Subject to immediate alteration without notice.

Subject to immediate alteration without notice.  
SPECIAL SUMMER RATES TO JAPAN.  
1st Class Return Tickets available from 1st June, 1916, to 31st October, 1916, and interchangeable only with Peninsular and Oriental S.N. Co., for return journey.  
FARES: TO KOBE, \$135.00. TO YOKOHAMA, \$150.00.  
For further particulars apply to  
P. THOMAS, AGENT,  
QUEEN'S BUILDING.

## O. S. K. OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

AMERICAN LINE.  
FOR VICTORIA, SEATTLE AND TACOMA,  
Via SHANGHAI, MANILA, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA  
"MEXICO MARU" ... FRIDAY, 22nd July, at 3 P.M.

BOMBAY LINE.  
FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, AND COLOMBO.  
"INDO MARU" ... SUNDAY, 30th July, at Noon.

JAVA-LINE.  
FOR MANILA, SANDAKAN, MACASSAR, SOERABAYA, SAMARANG, BATAVIA AND SINGAPORE.

FORMOSAN LINE.  
FOR TAMSUI, KEELUNG AND ANPING, TAKAO, VIA SWATOW AND AMOY.  
"KAJO MARU" ... SUNDAY, 23rd July, at Noon.  
"ROSHU MARU" ... WEDNESDAY, 2nd Aug., at 9 A.M.  
‡ Proceeding to Anping and Takao.  
‡ Proceeding to Tamsui via Swatow and Amoy.  
These Formosan Lines will arrive at and depart from the SOON YIP WHARF, near the Harbour Office.  
For FURTHER INFORMATION, apply to—  
H. YAMAUCHI,  
MANAGER,  
No. 1, Queen's Building.

TEL. Nos. 744 and 745.

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.  
SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EASTERN	5th Aug.	On 23rd July, 11 A.M.
EASTERN	12th Sept.	On 27th Aug., 11 A.M.

All Steamers fitted with wireless telegraph.  
The above Steamers are fitted with Redesigning Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars, apply to—  
GIBB, LIVINGSTON & CO.,  
AGENTS.

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